



U.S. Department of Homeland Security  
**United States Coast Guard Auxiliary**

# *Nor'Easter*

First District Northern  
Maine, New Hampshire, Massachusetts and Rhode Island

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**UNITED STATES COAST GUARD**

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ON THE COVER:

The Auxiliary crew of the *Fannie Bea* throw a line to an Active Duty Coastguardsman in preparation for tying up at USCG Station Gloucester. The crew were members of a multi-agency safety team during the 2016 St. Peter's Day Fiesta in Gloucester Harbor. Thousands of people gather in the harbor and on the beaches to witness the seine boat races and the famous "Greasy Pole" walkers.



Homeland Security



United States Coast Guard Auxiliary

Publishing Information

We hope this newsletter is an enjoyable resource for all Auxiliary members, and we continue to look forward to your comments and contributions to its future issues.

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The *Nor'Easter* welcomes submission of content, including upcoming events, missions, and member training opportunities.

Content should be e-mailed to the Editor, in care of John W. Keyes, DSO-PB via email at [jwkeyes@yahoo.com](mailto:jwkeyes@yahoo.com).

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## Commodore's Message

Happy New Year Shipmates,

Thanks to all of you, 2016 was a great year. The most revealing numbers that we all should be extremely proud of is the contribution of over 182 thousand hours logged supporting the Coast Guard. If you break this number down further, it equates to 94.5 people that the Coast Guard would have to hire or spend 6.6 million dollars to achieve the same service level. JOB WELL DONE!!



We had several “firsts”, the first joint D-Train between the 1st District Northern Region and the 1st District Southern Region and the beginning of sector level training. Survey results received from those who attended the events were very positive. Therefore, based on feedback, look for sector level training to be a focus for 2017.

2017 looks to be an exciting year with a major focus on Paddle Craft safety. The increase in the use of Paddle Craft and how inexpensive they are to purchase has created an extreme hazard to the public with an increase in deaths. In December of 2016, the 1st Coast Guard District developed and approved a Charter that focuses on a “cradle to grave” approach to saving lives. To support this effort, Robert Amiro has been chosen to lead us in this effort. Stay tuned for additional information.

We will continue to focus on our members by including everyone and welcoming suggestions on problem resolutions. I accept a challenge and offer you the same. Let's respect everyone, work with everyone (let bygones be bygones) and challenge all rumors. Question all that you hear and if untrue, squelch it. We do not have time to participate in rumors.

Thank you for your excellent support and contributions.

- Phil Kubat, DCO DINR





## CHARLIE GROSSIMON

*District Chief of Staff*

Happy New Year! We've sailed into port of the year 2017. It is my sincere wish that for all of our members and families, the year 2017 will be great in all of our lives. The start of a new year is also the perfect opportunity to reflect, refresh and revise.

One of the things that I will be doing, is working with Craig Hall on the AUXFIT program. Specifically, I've agreed to be his "model" or "poster boy" for the program. I think it's a terrific way to refresh oneself. The health of our members is of paramount concern. Let's face it, we're all older, and as such, our health challenges can be greater. So, by the time of the printing of this newsletter, the AUXFIT program will be in full swing. If you got onboard, I look forward to being your shipmate as we work towards better health and fitness.

Take the time to look back over the past year. The challenges were many. How did we rise to these challenges? What did we do in our Auxiliary lives to work towards improving our service to the boating public and our Nation? How did each one of us live up to the Core Values of Honor, Respect, and Devotion to Duty?

To borrow the concept from "*Who Moved My Cheese? An Amazing Way to Deal with Change in Your Work and in Your Life*", by Dr. Spencer Johnson, a lot of cheese has been moved in the last few years in the Coast Guard, and the Auxiliary both nationally and on the district level. Some of our tried and true ways of doing things have changed greatly. Change is inevitable, for example the Coast Guard no longer uses sailing ships and whaleboats to do Search and Rescue. We've changed that situation, thankfully.

As District Chief of Staff, I've seen some things change over the past year. In some ways, I have experienced discomfort, as some people have. Given the chance, new ways of doing things can prove themselves to, indeed, be a better way. More than once, I've experienced this over the last year. I personally ask you to go into 2017 with an open mind. Change isn't always a quick thing, either. In all situations, there are bugs to work out and results to evaluate.

Cheese is and always will be, on the move but there is no doubt in my mind, that ALL of us want the best for our members, and our very own First District, Northern Region. As always, please keep in mind our Core Values, Honor, Respect and Devotion to Duty. We will always strive to do our best in this area. For me, Respect is a big one. In all of our interactions as members of the Coast Guard family, whether it be with our Flotilla-mates or with our Active Duty counterparts, respect is imperative. Don't forget, all of us wear the same uniform. All of us give of our time and talents for a safer maritime world. Shouldn't someone like that deserve our utmost respect?

As we roll into the new year, let us take the time to reflect, refresh and revise in all of the things we do. I for one, consider it quite a privilege to serve alongside each and every one of you and look forward to serving with you in 2017 and beyond.

*Semper Paratus,  
Charlie Grossimon,  
District Chief of Staff*



## COMMUNICATIONS

*John B. Melien, DSO-CM*

With the new year I am stepping into a new role as District Staff Officer - Communications for the Northern Region. My predecessor, Gary Young, has served as DSO-CM for several years while simultaneously serving as DVC-RT in the national Auxiliary Response Directorate, and has authored several of our Auxiliary policies and technical standards for Communications – I know I have some large shoes to fill!

Communications has a lower profile than many of our Auxiliary mission areas, so I would like to use this column to outline some of our volunteer opportunities. These run the gamut from those where a regulation appearance in ODU uniform is required, to others where you might participate actively without ever leaving your home. I would encourage any Auxiliarist interested in volunteering to contact your FSO-CM or SO-CM for further information.

The Auxiliary is authorized to operate on designated frequencies in the VHF range, outside of normal Marine VHF. In the First District Northern Region, we have several VHF repeaters located along the coast that will pick up a relatively weak signal from a mobile or hand held radio, and retransmit on a slightly different frequency. This allows reliable communications over a significant area. We have regularly scheduled radio nets on most Sunday mornings to exercise this capability, and to exchange information of general interest to Auxiliarists.

While the operational use of this capability has been limited in the First District Northern, in other districts the Auxiliary VHF program has had an important role – notably during hurricane Sandy, hurricane Katrina, and the aftermath of September 11th. This program is also of great value during special events such as Sail Boston, coming up on the 17th through 22nd of June. With numerous Coast Guard and Auxiliary vessels, participant vessels, commercial vessels and the boating public, as well as Coast Guard and Auxiliary ground transportation, the volume of radio traffic will be substantial. We are being asked by Sector Boston to provide radio watchstanders for two shifts per day throughout the event (Experienced watchstanders, please volunteer if you have not already done so!).

To participate in the Auxiliary VHF program, you must qualify as an Auxiliary Telecommunications Operator (TCO). This is not a textbook exam – it is a practical qualification designed to demonstrate your knowledge of policies and procedures to operate effectively on the air. There will be an excellent opportunity to begin the process of becoming Aux TCO qualified on Saturday 4 February at the D-Train conference in Newport. The Aux TCO qualification authorizes you to operate an Auxiliary radio facility under orders. An Auxiliary radio facility may be a land or mobile unit owned by an Auxiliarist, meeting the appropriate technical specifications, that is offered for use by the Auxiliarist – similar to a vessel OPFAC. A mobile VHF radio facility utilizing a hand-held radio can be set up for a very reasonable cost.

VHF communications is normally limited to line-of-sight, usually about 30 miles. HF communications operate at lower frequencies, and take advantage of reflection by the ionosphere to communicate over much longer distances. In recent years the Coast Guard has greatly consolidated Marine HF monitoring capabilities, leaving a significant role for the Auxiliary. For example, a program exists for Auxiliary HF stations to monitor and report signal quality on digital marine weather map transmissions. Another program exists for Auxiliary HF stations to monitor international distress channels. Note that the requirements for an Auxiliary HF radio facility are much more demanding than for a VHF radio facility, including the capability to operate in digital modes, and in some cases to operate off the power grid for a minimum of 72 hours.

*(Continued on next page.)*

## COMMUNICATIONS

*John B. Mellen, DSO-CM*

*(Continued from previous page.)*

In addition to the VHF program and the HF program, we have several Auxiliarists who serve as radio watchstanders at Coast Guard small boat stations. In this instance your volunteer time will be much appreciated for easing the workload at the station, and for providing surge capacity when things get busy. To become a station watchstander, you need to complete the active duty TCO qualification. This qualification is specific to a given station as it requires area familiarization. It is also more in-depth than the Auxiliary TCO qualification. It does require a significant effort by the station to get you qualified. If you participate in this area, please plan to volunteer your time generously in the year or two after you become qualified, so the station will see a good return on their investment.

I hope this column has given you a good introduction to the volunteer opportunities that are available in Auxiliary Communications. I look forward to working with many of you in the years ahead.

*- John Mellen, DSO-CM*

## PUBLICATIONS

*John W. Keyes, DSO-PB*

Happy New Year!

As a new member of the District Staff and the new Editor of the *Nor'Easter*, I wanted to take a few minutes to express my gratitude to Dick Keating and his awesome Publications Team. Putting together a District newsletter is no mean feat, and I am humbled and (frankly) nervous to be stepping into such big shoes. Dick has lead a fantastic team of storytellers for years, working tirelessly to tell the tale of our adventures and relate the important information our members need to stay effective, informed, and occasionally entertained.

Fortunately for me, much of the Publications Team will stay in place this year, to make the transition a little easier. I will handle all of the *Nor'Easter* publication submissions and Dick will continue to review and approve for publication all division and flotilla newsletters as the ADSO-PB. Mary Baumgartner has also agreed to stay on as ADSO-PB to lend a sharp eye to publications and photographs.

Please continue to submit your stories, ideas, photographs and newsletters for publication. This district has amazing things going on every day. These are stories worth telling. I will do my best to tell them.

*Semper Paratus,  
John W. Keyes, DSO-PB*

## HUMAN RESOURCES

*Donald Almeida, DSO-HR*

### **Our Recruiting Challenge in 2017**

Nearly five years ago I wrote about where do we see ourselves in five years. Suddenly, here we are and the picture is not very impressive. We need to recruit new members for obvious reasons. Our organization is seventy-six years old which matches the age of several of our members. They were born before and shortly after the establishment of the Auxiliary. Think about it. With so many members who are close to or older than our organization, what happens next?

Back then I stated, "No one can predict the future, yet we can plan ahead in an attempt to successfully meet future challenges based on current conditions and perceived future trends." However, we've been on a treadmill during those years and we need to take action now.

Coincidentally, after the Auxiliary was founded originally as the Coast Guard Reserve on 23 June 1939; approximately one year later, nearly to the day, the greatest recruitment effort in the history of the modern world took place on the coast of Dunkirk, France during World War II where German forces had driven the British and French armies to the brink of disaster. They were trapped with nothing but open ocean behind them. The British War Office made the decision to evacuate British and French forces on 25 May 1940. In the nine days from 27 May–4 June, 338,226 men escaped aboard 861 vessels. A lifesaving crisis of monumental proportions, it was described as "The Miracle of Deliverance" by Prime Minister Winston Churchill.

The vessels represented a huge fleet of civilian boats of all sizes; from yachts to fishing boats to small pleasure craft in addition to Royal Navy warships. The immediate cry went out to boat owners all over the British Isles and they responded quickly in large numbers. It was a supreme act of courage from the civilian population as they headed toward France not knowing what to expect, or whether they would return safely, or alive.

We've heard many stories from WW II veterans, and yet it seems the Auxiliarists stories have never been told. I first heard of the Coast Guard Auxiliary from original members who described their beach patrol duties along the Massachusetts coastlines in Duxbury and Plymouth during the War. They were on the lookout for German spies and saboteurs attempting to penetrate this country in darkness from anchored U-Boats. These Auxiliarists were the invisible members of the "Greatest Generation" who volunteered to serve proudly. They were employed full-time during the day and patrolled at night as often as they could. I was told they didn't have any problems recruiting members. In fact, they were overwhelmed with volunteers who were unable to join the military for various health reasons, or who worked in critical defense jobs.

Currently, our members have personally enriched their lives while participating in the Auxiliary to a point where it's actually become a second or adjunct career within their busy schedules. For those who are retired, they've increased their involvement and personal contributions to a greater level. I'm now putting out a call in 2017 for a critical personal contribution toward the recruitment of new members.

*(Continued on next page.)*

## HUMAN RESOURCES

*Donald Almeida, DSO-HR*

*(Continued from previous page.)*

Beginning in 2016, the Coast Guard launched a maximum recruiting effort at the Auxiliary National Training Conference in St. Louis, Mo. in January, delivering a presentation to the Auxiliary's National Board that emphasized the importance and value of Auxiliary support of the Coast Guard's recruiting program. The Coast Guard's "Everyone Is A Recruiter (EIAR)" campaign is now underway to help identify and recruit the best candidates for the best military service. We Auxiliarists also need to launch ourselves now as individual recruiters for the Auxiliary. We are "Everyone is a Recruiter", and our campaign is now underway in a grass roots effort, and it will succeed, only if you are willing to join us.

We have a large inventory of "Join the U.S. Coast Guard Auxiliary" recruiting pamphlets currently stored at our National Supply Center just taking up space. These pamphlets need to be removed from dormancy and placed on active duty in your hands and then distributed to a general public who I know would like to inquire about the volunteer opportunities available. So, contact your FSO supply officer immediately and request an order for your recruiting pamphlets to launch your personal grass roots "EIAR" campaign today.

*- Donald Almeida, DSO-HR*

### *Got Pictures?*

The Auxiliary National Public Affairs Directorate wants your high-quality, story-telling photographs. Send your photos of the following topics:

Fellowship  
Marine Safety  
Member Services  
Operations  
Public Affairs  
Public Education  
Team Coast Guard (Working along side the active duty or reserve)  
Vessel Examinations

*Check the Public Affairs Directory website for details. REMEMBER: Use proper caption, credit and VIRIN as outlined in the PA Guidebook to avoid rejection (see overview below.) SIZE: Resolution - 200 dpi @ approximately 10in x 8in. SEND only one photo per email message, do not send multiple photos in one email.*

## DIVERSITY

*Aaron Aubin, DSO-DV*

### **How to Establish Inclusive and Supportive Flotillas and Divisions**

As we prepare for new leadership to take command of flotillas and divisions around our district, one goal of the Coast Guard Auxiliary is for our commanders to take steps to establish an inclusive and supportive flotilla or division where all members feel included, appreciated and engaged in a relationship with the local community.

*The first step is to review the 7064 form, which is the application for the Three Star Award for Diversity Programming Management. This is a great guide to help establish that inclusive and supportive environment where members feel appreciated and respected, and where he or she will work to their full potential.*

*The second step is to take inventory of your members, and understand who they are. This is important because it impacts fellowship events, activities, and meeting attendance. Life events can impact a members attendance at meeting or activities, and include a range of issues including: the specific days, times and locations of events; costs; family; work responsibilities; and age, disability and health factors.*

So how do we include those are impacted by life events?

Well, first, we can address potential roadblocks by showing an understanding of the members' situation; and second, we can try to find ways to accommodate members who are having difficulty. For example, if a member has trouble driving at night, then perhaps we can offer that member assistance through a carpool. If a member misses a meeting because of work or family commitments, then we should send that member the minutes and agenda so they can remain informed. Yet another example is to ask members during the planning stages of an event if there is something that we should know that hinders their involvement, and invite all members to send an email or tell us privately if there are any concerns.

*The Third Step is to set up a positive, intentional, efficient, and respectful Flotilla/ Division Environment. One question to ask yourself is, "If I had been a guest at this meeting, would I want to join (or continue attending) after what I observed?" What I mean is, are members valued, supported and encouraged to work to their full ability by the leadership? Do members leave a meeting believing their time has been spent valuably? When somebody has completed a task or mission, is he or she thanked for what they did? Are members opinions respected, and is the leadership (and other members) actively listening and taking account of other members concern? By establishing a positive environment for members, members are willing to continue their service, and are willing to speak up about his or her concerns.*

The Coast Guard Auxiliary is an open organization, and for everyone to have a place in our organization we need to work as a team to help all members to be included, so we can all achieve mission success together.

- Aaron Aubin, DSO-DV

## *Get Ready for AUXFIT 2017!*

The AUXFIT program was introduced last year with support from CDR Carissa April, DIRAUX (retired). The idea for AUXFIT was to emphasize the importance of healthy living, physical fitness and have fun in challenging the district's Southern Region – as well as each other in getting active.

This year AUXFIT will be much more about the friendly comradery and general awareness of simply healthy living. We will still have some friendly competition and incentives for those who want to jump out first as early champions, but the focus will be on getting active.

What's new in 2017?

- There will be no daily log this year but, participants are encouraged to share stories of their fitness and wellness success in a section of the Nor'Easter. There will be a quarterly update on AUXFIT related activities.
- The first 25 people who pledge to participate by 30 January will receive a 2017 AUXFIT t-shirt and be announced during the AUXFIT report at the D-Train in February.
- Everyone who pledges by 1 December 2017 will receive a certificate and be entered to win a prize.

The district will also have model to follow and encourage, Charlie Grossimon, District Chief of Staff, who believes personal fitness and healthy living is an important aspect to the physical fitness requirements of Auxiliarists. "The health of our members is so important. I'm excited to be the model for this program because not only do I need to work towards being "AUXFIT" for myself and my family, but it is my sincere hope that others will be inspired to do the same. AUXFIT gives us the opportunity to cheer each other on and provide inspiration for a healthier membership."

Charlie will have four quarterly sessions with a personal trainer through the year. Scott Lockhart, of Rugged RX Fitness, will provide a strategic wellness session and three follow up sessions. In between sessions Charlie will monitor his weight, eating and fitness schedule and report those results.

How do you participate?

To pledge, send an email to [craighall.uscgaux@gmail.com](mailto:craighall.uscgaux@gmail.com) with a subject line of "AUXFIT 2017."

The AUXFIT team will have an AUXFIT web page with news, tips and ideas – as well as news on Charlie's progress. Keep watch for news on the development of the AUXFIT webpage.

Will you be AUXFIT in 2017?

*-Submitted by Craig Hall, AUXFIT Team Leader.*

AUXFIT Challenge achievements took center stage last year during the combined DINR/DISR conference in Groton, Connecticut. (Photo by John W. Keyes, ADSO-PB.)



## Charting the Charles

For decades, the Charles River was one of the most polluted rivers in the United States. Today, after years of hard work by local, state and federal agencies, and the non-profit Charles River Watershed Association, the United States Environmental Protection Agency has declared the Charles River to be the cleanest urban river in the nation.

Recreational use of the river has exploded in recent years. There are four yacht clubs on the river, several rowing clubs, and every major university along the river sponsors rowing and sailing programs. Community Boating in Boston provides low cost sailing lessons for children and adults. The Charles Riverboat Company and Boston Duck Tours carry sightseers on the river. Canoes, kayaks and paddleboards are now very popular. However, until 2016, there were no reliable bathymetric, or depth, charts of the river. Boaters were forced to rely on local knowledge. That is no longer true, in large part because of the work of a member of the Coast Guard Auxiliary, Michael Sacarny, Flotilla 53.

In 2015, Carl Zimba, a member of the Charles River Alliance of Boaters, approached Sacarny, a Research Engineer for the MIT Sea Grant College; Autonomous Underwater Vehicles Lab. Zimba asked if MIT would be interested in charting the river from Boston Harbor upriver to the Watertown Dam, a distance of 9.5 miles. Sacarny had just the vessel to assist in this project. One of his projects at MIT had been the development of an unmanned 16-foot research catamaran, called "Rex", that could be programmed, using GPS, to follow a precise pattern over a body of water. The pattern is not unlike a SAR vessel's parallel search pattern with a very tight track spacing. The MIT vessel is equipped with sophisticated cameras, lasers, side scan sonar, and an off-the-shelf fish finder. Some of the sophisticated equipment was loaned by the Massachusetts Bays National Estuary Program. In addition to the unmanned catamaran, the team also used powerboats from the MIT Sailing Pavilion.

Although the catamaran proved the project was feasible, its use was only practical where the river was quite wide. To get into the many nooks and crannies of the river, the equipment had to be transferred to a manned motorboat. Sacarny and MIT colleagues were joined on upper sections of the river by fellow Auxiliarists Mark Landsberg (Flotilla 51) and Bill Gallagher (Flotilla 12-5).

*(Continued on next page.)*



Michael Sacarny (SO-PE, Division 5 and Research Engineer) along the Charles River during charting operations. One of his projects at MIT had been the development of an unmanned 16-foot research catamaran, called "Rex." (Photo is courtesy of the MIT Sea Grant College.)

## *Charting the Charles (continued)*

Sacarny says the teams' Coast Guard Auxiliary training was invaluable, "Auxiliary training helped the project in many ways beyond running search patterns. For example, we determined that the minimum crew was two persons; one focused on sonar, the other on situational awareness. Keeping a sharp lookout was very challenging on the Charles, especially in proximity to crew shells, whose rowers face to the stern and may not see the survey boat. Likewise, novice sailors could act in very unexpected ways, so we always had our whistle and horn at the ready. When meeting commercial traffic, knowledge of COLREGS was critical. Crew training was directly applicable!"

Altogether, Sacarny spent 40 hours on the water and 85 days in the lab. The data collected will be used to produce a detailed bathymetric chart of the river that will be available in both printed and digital form. In some spots, the river is as deep as 36 feet, but in other places, it is as shallow as 18 inches. During the project, a number of objects were discovered underwater including pilings from long abandoned piers and what appear to be the remains of old sunken barges.

The data is still being processed, but to see what has already been completed in the area between the New Charles River Dam and the Boston University Bridge, log on to [seagrant.mit.edu/charleschart/](http://seagrant.mit.edu/charleschart/). Eventually the entire river, from Boston Harbor to the Watertown Dam, will be available on that link.

As the Charles River continues to attract recreational boaters, not only from the towns along the river, but also from north and south of Boston, this project will be of great benefit to both the public as well as the scientific community.

- Submitted by Jim Healy, ASC Boston

The unmanned 16' research catamaran 'Rex' underway on the Charles River. (Photo is courtesy of the MIT Sea Grant College.)



## 2016 Plymouth Thanksgiving Parade Was a Success

Saturday, November 19th, 2016 dawned grey and cool for the 20th anniversary of America's Homecoming Thanksgiving Parade, in Plymouth, Mass. This was the 11th year that District 1 North has participated and marched in this annual event, which is America's only historically accurate chronological parade visually depicting America's rich life from the 17th through the 21st century.

This parade is a visual feast with patriotism that is off the charts. Spectators are treated to rhythmic Drum & Bugle Corps, uniquely decorated creative floats, vintage vehicles, re-enactment units from every time period of American history, and military marching groups from all five service organizations honoring those who courageously defend our country.

David G. McClure, Ed.D., National Branch Chief, Public Affairs Training, DSO-PA 1NR, was the POC and organizer for this year's Team Coast Guard, which consisted of 15 Auxiliarists marching from six different Divisions (3, 5, 6, 10, 11, 12) and included four Active Duty Coast Guardsmen all dressed in the appropriate cold-weather ODU uniform.

Our marching contingent started with two Joyces of equal height ... Joyce Turnbull and Joyce Cocke, who proudly carried the Division 1NR banner and made sure not to get too close to the vintage, all wooden, highly-varnished, speed boat float that was in front of us.

Next, was the five-person Color Guard, led by the extremely competent Kevin Ritchie, VDCR 12 and Division 12 Color Guard CDR, who came all the way down from Boston to make sure our colors flew properly. Kevin's team consisted of: Dennis Pacheco and Rona Trachtenberg, from FL-65 and three Coast Guardsmen (SN Anthony Lindemann, FN Matthew Shouldis, MK3 Karel Fonseca) from Station Pt. Allerton in Hull, Mass.

Each of the Color Guard members had varying degrees of experience, but the five had never marched together as a group, before that morning. Kevin gave us a crash course during the two hours that our block had to wait until it was our turn to enter the parade. "They were fast learners," said Kevin, "who was pleased that the team coalesced so well."

The Color Guard and Banner Detail prepare to get underway during the 2016 Plymouth Thanksgiving Parade.

*(Continued on next page.)*



## 2016 Plymouth Thanksgiving Parade Was a Success (continued)

A new and pleasant surprise, this year, was the addition of Stephen Bogiages, from the USCG Pipe Band and FL11-2. His uniform consisted of an Auxiliary uniform above the waist and the red Coast Guard Tartan or kilt below the belt. He carried his drum and flourished his drum sticks to the delight of the crowd. His steady beat helped the Color Guard and our marching group stay in step throughout the two hour parade. "I was impressed and delighted by the crowd's enthusiasm for the Coast Guard presence today," said Stephen. In addition, Kevin called cadence for the entire march, which, by the end of the two hours, nearly robbed him of his voice.

Behind Stephen, the rest of our contingent proudly represented District 1 North. Our favorite FSO-IS, SO-IS and DSO-IS, Laurel Carlson, arrived right on time, before the parade started, to get the names of every participant so she could record our mission hours.

Meanwhile, while we were all waiting to march, four Auxiliarists were engaged in another, very important mission. Catherine M. Backstrom, VFC and FSO- PA of Flotilla 64, was the POC for the Public Affairs exhibit at the Plymouth waterfront. She and COMO Carolyn Belmore, and Natalie and Robert Braunstein set up at 0800. They were joined by Barnaby Bosanquet.

Catherine reported that, "We had a very productive RBS exhibit day and despite the cold temperature we all thoroughly enjoyed having the opportunity to meet with the public to address their questions and concerns. Many people of all ages stopped by to talk with us. We handed out a variety of safe boating materials, life jacket information, coloring books and about 60 "If Found" decals with paddle craft pamphlets. Two high school students were interested in the USCG Academy so we discussed the AIM program and provided them with the respective AIM literature. Some individuals specifically asked about the USCG Auxiliary and what our responsibilities were. We gave them pamphlets related to joining and explained that there are flotillas in many different locations. We assured them that someone from the flotilla in their vicinity would follow up with their inquiries. Overall it was a very successful day and, as always, the SAR Demo was a huge success!"

The parade formally started at 1100, with groups and floats from the 16th century going first.

Even though the beginning of the Revenue Marine, on 4 August 1790, is considered the creation of our modern day Coast Guard, the Plymouth Parade Committee uses the 28 January 1915 birth date (when the Revenue Cutter Service merged with the U.S. Life-Saving Service to officially form the US Coast Guard) to place us in the 20th century "Division Four" marching section.



The newly formed "hybrid" Active Duty / Auxiliary Color Guard, led by Kevin P. Ritchie (Flotilla Commander FL12-05, far left), prepares for the 2016 Plymouth thanksgiving parade. The author is second from the right.

*(Continued on next page.)*

## *2016 Plymouth Thanksgiving Parade Was a Success (continued)*

This year, we only had to wait one hour, in the cold, before we could start marching. When it was our turn to head out, we performed splendidly, based on the compliments and cheers from the spectators, who were lined up many layers deep along the parade route. Despite the cloud cover and the cool temperatures, their turn-out was good.

All of a sudden, when we were about half-way down the parade route, we heard the sound of an engine coming from above us. This was the point in the parade when the fly-over was to take place. This year, instead of a jet, a bird, or a plane, we were treated to a USCG helicopter. As soon as we caught a glimpse of it, I got goose bumps and I thought I could feel the three Coasties, marching next to me in the Color Guard, silently beaming with pride.

The helicopter flew over all the marchers, in the parade route, several times before I heard Dave McClure speak into his walkie-talkie and tell the pilot to take a photo of our contingent. The helicopter practically hovered over us as they completed their mission. I am sure the photo is brilliant.

As we were about to begin making our (only) turn, I realized that we forgot to tell the first-time Color Guard marchers about the wind tunnel effect that hits every time we enter Water Street. The blast of cold air whipped the Color Guard flags to attention and tested our ability to stay vertical. We only had a few more minutes of marching before we passed the Reviewing Stand, where CDR Matthew Barker, DIRAUX; BOSN4 David McCarthy, OTO; COMO Phil Kubat, DCO 1NR and COMO Belmore all stood for inspection.

COMO Kubat remarked, "Everyone looked sharp. CDR Barker gave me a thumbs-up when we dropped the salute. He was pleased and proud as I also am. Thank you all for marching." CDR Barker commented, "Shipmates, It was truly an honor to attend the Plymouth Thanksgiving Parade. The highlight of my experience was reviewing the outstanding Coast Guard members marching professionally in the parade. Thank you so much for marching! You all should be extremely proud of way you represented the Coast Guard for thousands of proud Americans to witness. Keep up the great work and thank you for your service to the Coast Guard."

Dave McClure summed up the accomplishments with, "Bravo Zulu to our marchers." Kevin Ritchie called "eyes right" to the Color Guard and he saluted for us. A few more feet to go and the 2016 Parade was over. All in all, it was another wonderful experience for the record books!

- Submitted by Rona Trachtenberg,  
FL-65, Division 6 Color Guard  
Member



Members of District 1, Active and Auxiliary, march in the 2016 Plymouth Thanksgiving Parade; to the delight of the assembled crowds.

## *Team Coast Guard Joins “Valentines for Veterans”*

For a fourth year, Team Coast Guard is partnering with communities for a National Salute to Veteran Patients. Members of the Coast Guard will work with schools, Boys and Girls Clubs and community groups for “Valentines for Veterans.”

Many Veterans in our region are treated at Department of Veterans Affairs’ (VA) medical facilities. The VA holds the National Salute to Veteran Patients in February as an opportunity to say thank you to a special group of men and women, more than 98,000 Veterans of the U.S. armed services who are cared for every day in VA medical centers, outpatient clinics, domiciliaries, and nursing homes.

Since 1999, “Valentines for Veterans” has helped brighten the lives of these deserving veterans by providing valentine cards to veterans. An aspect of this program is to engage school children in the activity by creating/writing valentine cards for those in hospitals.

Last year Team Coast Guard also worked with four schools in southern Rhode Island and two school districts in Massachusetts. Team Coast Guard partnered with the Association of Government Accountant’s Boston Chapter promoting the Valentines for Veterans program, which has been a continued success. The card making is held during February with cards being mailed and hand-delivered to veterans’ hospitals. Craig Hall, DCAPT-Boston and a director of the AGA Boston Chapter, initiated the program with the Coast Guard four years ago at his son Tyler’s primary school. “I reached out to our AUXLO for ST Point Allerton and several of the members who had children in school welcomed the idea,” said Hall.

Since then the partnership has expanded throughout the South Shore of Massachusetts and into Rhode Island. Students from first, second, third and fourth grade classes were involved. More than 1,062 letters and cards were prepared and divided up for mailing to all the local Veterans Administration hospitals in Massachusetts and Rhode Island.

“We had great success last year for the Valentines for Veterans. As a member of the Coast Guard Auxiliary and Sons of the American Legion, I know too well how important it is to support those in our veterans’ hospitals. We again worked with the men and woman from local Coast Guard stations, including ST Point Allerton, Hull, Mass,” added Hall. “We visited classrooms and spent a few minutes introducing ourselves and thanking the students for their cards. The enthusiasm of the children was infectious as they proudly showed their cards.”

For more information about the program visit :

<http://www.volunteer.va.gov/NationalSaluteVeteranPatients.asp>

or contact Craig Hall.



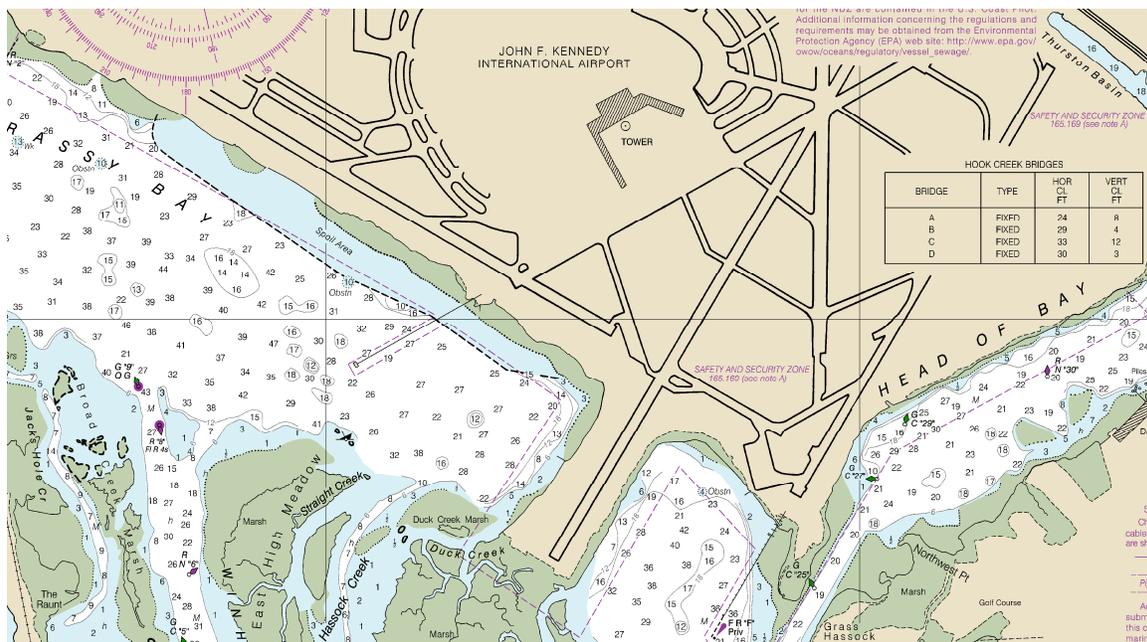
The National Salute to Veteran Patients Program pays tribute and expresses appreciation to Veterans and increases community awareness of the VA medical center’s role.

- Submitted by Craig Hall, CGMA Chairperson

## White and Orange Buoys

In my article on Port Security in the Fall 2016 *Nor'easter* I mentioned security zones. These zones are noted in <https://www.law.cornell.edu/cfr/text/33/part-165/subpart-F>.

The zones are noted on charts by a magenta dashed line and a note. Many of these are marked by white and orange buoys, but some are not. The area around JFK Airport on Chart 12350, for instance, shows the dashed line but there are no white and orange buoys. There is a note referencing 33 CFR 165.169 as seen below. This is also noted as a Restricted Area in the Light List.



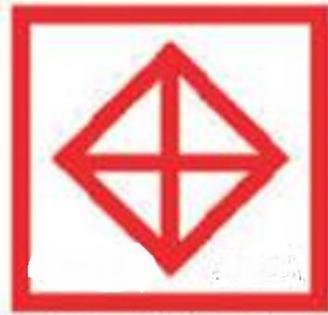
Some examples of zones marked by white and orange buoys are:

Site	Chart
Walker's Point, Maine, Bush residence	13286
Newburyport Discharge Zone	13278
Logan International Airport *	13270 and 13272
Pilgrim Power Plant *	13246 and 13253
Newport Naval Station and Torpedo Range	13221
Groton, CT sewer line	13213
Millstone Power Plant	13212

\* Designated as RESTRICTED AREA in the Light List.

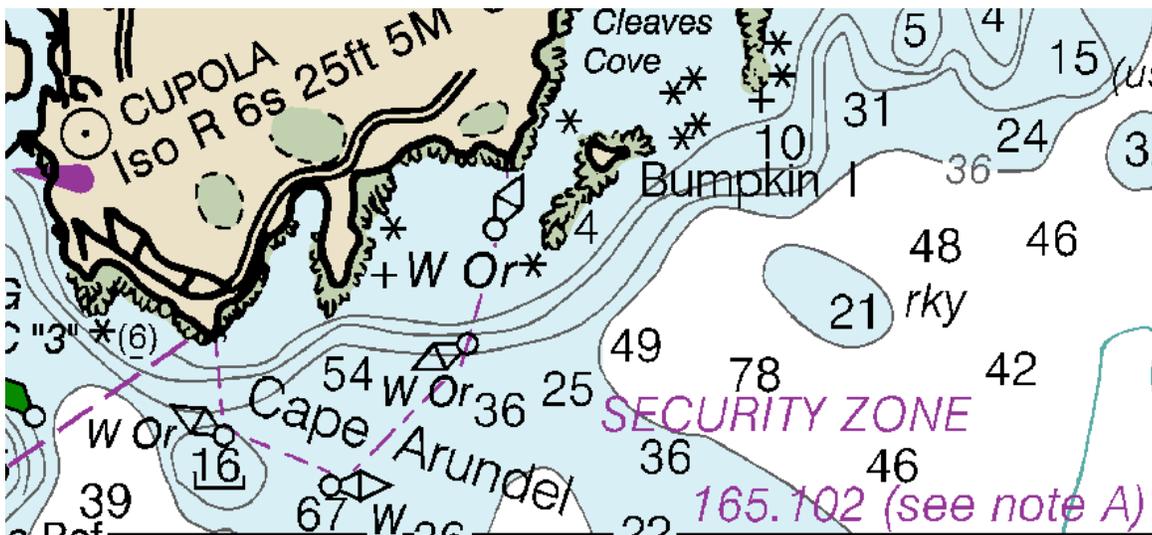
## White and Orange Buoys (continued)

If there are buoys, the buoys designating the restricted zones have an orange diamond with a cross inside. They may have the words RESTRICTED AREA and you may be fined if you enter these areas without permission of the Captain of the Port (COPT).



These may be lit with a white light.

There are a number of others. The security zone at Walker's Point Maine from Chart 13286 is shown below. 33 CFR 165.102 is referenced. If you are unfamiliar with an area you should check the local charts for these restricted areas.



- Submitted by John Collins, FSO-MS, Flotilla 43

## *77th Anniversary Celebration: Open Houses and Radio Day at Station Nauset*

Coast Guard Auxiliary, Nauset Flotilla (FI 11-06) was able to combine two highly successful public open houses with equally successful Radio Day operations, during celebration of the 77th anniversary of the establishment of the U.S. Coast Guard Auxiliary, October 21-23.

Open houses, held on both Saturday and Sunday, along with radio operations all three days, took place at historic Station Nauset, one of nine original life-saving stations constructed next to Cape Cod, Mass. beaches in 1872. The building and nearby boat house are now managed by the U.S. National Park Service, as part of the Cape Cod National Seashore.

More than 500 visitors passed through the building. Most were local, although there also were visitors from 15 states and 7 foreign countries. While there, visitors were able to meet and talk with 12 uniformed Auxiliarists who were on hand. A Gale Warning on Saturday, along with strong winds and visibly high seas on Sunday, did nothing to deter visitors' attendance. If anything, weather conditions made it easier to share the oftentimes dramatic history of Station Nauset, plus discuss the importance of vessel examinations, navigational aids, personal flotation devices, and other aspects of recreational boating safety. Auxiliarists had set up static displays and literature on tables throughout the building. Visitors took home a very large amount of Coast Guard and CG Auxiliary informational pamphlets and flyers. Two visitors expressed interest in possibly joining the Auxiliary.

Our Special Events Station, N1A, amassed 351 High Frequency Single Side Band contacts in 40 states and 17 countries. We contacted five other Flotilla stations as well as one Signal Corps station and several stations whose operators identified themselves as former Coast Guard or Auxiliary members. When not answering multiple calls at once, N1A operators deliberately slowed down the pace of contacts during open houses. On occasion they gave the microphone to visitors and asked them to talk with stations being worked. Throughout, Auxiliarists were standing nearby to interpret what was happening and otherwise explain amateur radio to visitors.

The open houses and Radio Day operations turned out to be a perfect opportunity to disseminate the Team Coast Guard story and present a positive image to the public. Nauset Flotilla is already looking forward to conducting open houses and activating a Special Events amateur radio station during anniversary celebrations next year .

*- Submitted by Wes Baden, SO-PA Division 11*



Auxiliarist Ron Martin discusses paddle boarding safety with two of more than 500 visitors at the Cost Guard Auxiliary 77th anniversary celebration event held at Station Nauset, by Cape Cod Flotilla 11-6. (Photo by Wes Baden, SO-PA Division 11)

## *Division 12 Change of Watch 2017*

The Division 12 Change of Watch was held at the Hingham Yacht Club on Sunday December 11th, 2016. Division 12 members from Flotillas, 12-3 of Hull, 12-5 of Braintree and 12-8 Scituate gathered at the Hingham Yacht Club in Hingham, Mass. to swear in their newly elected 2017 officers.

Division bridge, staff and Flotilla Commanders and Vice Commanders were sworn in and eagerly accepted their new positions. The Master of ceremonies was Past Division 12 Commander Mitch Paine. The newly elected Division Commander, Matthias Mulvey, and Vice Commander, Gerard Bogus, were sworn in by COMO Carolyn Belmore. After being sworn in they, in turn, proceeded to swear in their appointed staff officers and newly elected Flotilla Commanders and Flotilla Vice Commanders as custom and protocol dictate.

Following the presentation of awards, honored guest, United States Coast Guard, Captain of the Port of Boston, Captain Claudia Gelzer was invited up to present Kevin P. Ritchie, the Division 12 Color Guard Sergeant at Arms, with the United States Coast Guard Meritorious Team Commendation Ribbon and Certificate signed by the Commandant of the Coast Guard. The citation noted Kevin's extraordinary efforts in helping the organization of the U.S. Coast Guard First District Change of Command ceremonies, as well as all of Kevin's past work in furthering the public's understanding of the Coast Guard mission. In addition, he was recognized for his continuing work with the Coast Guard and Auxiliary Color Guards and the Coast Guard Pipe Band.

Captain Claudia Gelzer also recognized Coast Guard Auxiliary member David E. Clinton for his 45 years of service in the Coast Guard Auxiliary and mentioned the fine work David and his crew did this summer. Specifically, when they rescued two people in the capsized wave runner in Hull Bay, one of which was struggling to stay afloat because he was in a child's life vest and was a non-swimmer. Because of David Clinton and his crew, both people were pulled out of the water in time. They, and their craft, were brought to safety and a tragedy was averted. Closing remarks were made by First District North Commodore, Philip J. Kubat.

- Submitted by Sarah Shepherd, SO-CS Division 12

*Right:* CAPT Claudia Gelzer recognizes Kevin P. Ritchie, Flotilla Commander FL12-05, for his many accomplishments in 2016. (Photo by Imants Ansbergs, ADSO-PA, Photographer.)



## ***Announcing: 2017 “Wear It New England” Program***

A new team has been appointed by District Commodore Phil Kubat to lead the district’s award winning Wear It New England campaign and national kick-off of National Safe Boating Week (NSBW.) The committee has already submitted a grant application for Boating Safety Youth Program Award sponsored by the *BoatU.S. Foundation*. There are also on-going grant funding opportunities through the North American Safe Boating Campaign, the National Safe Boating Council, which is offering \$1,000 Grassroots Funding – application are due 23 January. Applications can be found at <http://www.safeboatingcampaign.com/1000-grassroots-funding-opportunity/>.

Although NSBW is 20-26 May 2017, we need to be creative in how we communicate how important the Auxiliary presence is to the Coast Guard and public for this national annual safe boating kick-off.

### **The “Wear It New England” Program**

This is the fifth year the “Wear It New England” program will be an important component of our NSBW activities as well as being a viable year-long program. Since the national award-winning campaign began we have continued the forward momentum. “Wear It New England” is front and center on the district’s home page as well as prominently displayed on the Members page.

What has worked?

- “Wear It New England” Public Service Announcements (PSAs) (YouTube) that can be linked to unit web sites or disseminated to the communities in their area of responsibility.
- The use of proclamations by units as public engagement with communities and state government.
- The ideas for unit leaders for public engagement, which includes best practices.
- The self-creating “Wear It” logos for units or communities as well as the already created logos for download use and branding of mission activities. These can be branded on websites and materials by units.
- The district’s National Safe Boating Week – Photo Contest, which members can submit photos for and receive recognition.

These are available through the district website.

Units can utilize the *Nor’Easter* for story submission and photos from WINE and NSBW activities as well as announcing upcoming events.

### **Communicating the Message and Branding**

A critical aspect of the “Wear It New England” campaign is incorporating the “Wear It” messaging and logos into unit mission activities. This need to be encouraged and reinforced with parallel staff and unit leaders. Whether its public affairs, vessel examinations, public education or other mission areas, the messaging and branding can be incorporated. The district kicks-off the “Wear It New England” campaign in January.

Do you have ideas?

Please share your ideas with members of the committee, who are listed below.

Craig C. Hall, District Captain-Boston (2016), Chairperson	
Patrick Cunniff, DCDR 6	Marion Pope, DCDR 7
Matt Mulvey, DCDR 12	Bob Amiro, DCDR 4
Richard Jones, DCDR 2	

## *Profiles in Character: The Master Chief and the Private First Class*

Born, raised and retired within 30 miles of each other, BMCN Maurice C. Poulin US Coast Guard (ret) and PFC Charles B. Cossaboom US Army National Guard never served together until two months in World War II. The latter, my father-in-law, grew up in Waltham, Mass. before his Army service which included one year of training, one year of combat and one year in Army hospitals after being wounded in action during the Italian campaign. Returning from the war, he raised a family of three daughters and one son in Newton, Mass. and worked as a watchmaker, jeweler, and assembler of aerospace gyroscopes for Draper Labs. In the movie *Apollo 13*, when a malfunction destroys many of the spacecraft's operating systems, Jim Lovell asks the crew what equipment is still working and is told that the gyro is still "up." The family likes to believe that it's their father's dependable handiwork that helps the crew return to Earth.

Master Chief Poulin followed a different path after growing up in Lowell, Mass. Enlisting in the Coast Guard only weeks before the Japanese attack on Pearl Harbor, He underwent basic training in New Orleans, La. and was sent to Cape Lookout, N.C. for his first duty station. Learning beach cart drills, Morse code, and how to resuscitate survivors of the tankers torpedoed offshore by German submarines, Master Chief Poulin became a surfboat crewmember. Forgetting the bitter lessons learned in the First World War, US coastal shipping at the start of WWII was not organized into convoys with Navy and Coast Guard escorts, resulting in heavy losses of individual tankers and freighters to German wolf packs a few miles off the US shoreline in 1942. Because U-boats attacked at night and on the surface at this time, Coast Guard rescue boats hauling wounded mariners aboard occasionally encountered enemy submarines in the area. Master Chief Poulin learned that on a few occasions U-boat captains would hail the surfboats in English, allowing them to continue their lifesaving work without interference as long as they promised not to call the Coast Guard shore station with the position of the submarine.

Further training for Poulin followed at the Coast Guard's Boatswains Mate School at Manhattan Beach in Brooklyn, N.Y., where he learned marlinspike seamanship and how to handle small boats and small arms. Completing his training, Poulin was assigned to Chicamomico Lifeboat Station, but in two days (probably before he could even learn how to pronounce the station's name), the Coast Guard transferred him to *USS Leonard Wood*, APA 12, homeported in Norfolk, VA. He served onboard this attack transport ship from April 1942 until June 1945, and saw combat in both the Atlantic and Pacific war zones.

What was a Coast Guard boatswain doing on a Navy ship? During WWII, the Coast Guard provided complete crews for 9 Navy attack transports, 76 landing ship (tank), 30 destroyer escorts, several supply ships, landing craft (vehicle/personnel) and other smaller troop transports and service craft, as well as partial crew complements on other Navy ships. Master Chief Poulin had plenty of Coast Guard company onboard *Leonard Wood*: there were 667 in the crew, and the Commanding Officer was CAPT Merlin O'Neill USCG during most of Poulin's service. Designed to carry 1,962 Soldiers or Marines and their gear, *USS Leonard Wood* was 535 feet long and displaced 21,900 tons, and Poulin was immediately impressed with the size of the ship and his responsibility for safely operating a winch and crane that would launch one of the 34 LCVPs, two tank lighters or two assault support boats carried by *Leonard Wood*. After practicing the art of amphibious invasion in Chesapeake Bay before loading the Army's 3rd Division onboard, *Leonard Wood* sailed for an undisclosed port. Once at sea and out of earshot of any spies, the crew was told that they would be participating in the Allies' first major amphibious landing in WWII by sailing to Fedhala (north of Casablanca) in French Morocco, North Africa. Master Chief Poulin enjoyed the trans-Atlantic crossing, his first experience sailing on a large ship, and took the leaping dolphins cavorting ahead of *Leonard Wood* as a good omen.

*(Continued on next page.)*

## *The Master Chief and the Private First Class (continued)*

With a good working knowledge of French, Poulin was assigned to the invasion's beach party team as a translator. The Allies weren't sure what kind of reception they'd receive from the Vichy troops in North Africa, since German officers had been assigned to stiffen their resistance to an invasion. US forces were told that a steady light would flash upwards from the shore if the landing would be unopposed, and they saw a light that held steady but then angled upwards. As the landing barges passed the seawalls that encircled the beach, French artillery on them blasted several of the landing craft and damaged others. Poulin rode ashore on top of a tank and hit the beach with General Patton, who lived up to his image by refusing to dive into a trench when a Messerschmitt strafed US troops, and berating those- including his aide- who did take cover. After spending the next day helping to offload fuel and supplies from the transport ships, Poulin rode into town and was able to convince local civilians to offer use of their trucks to the Army to bring this essential material to the front lines. Meanwhile, a U-boat wolf pack was busy: five transports were suddenly torpedoed and sunk while at anchor in the harbor, and survivors were taken ashore and treated by doctors from the transport ships. The energetic work of *Leonard Wood's* crew in landing the troops and rescuing survivors from the torpedoed transports resulted in a Legion of Merit award for Captain O'Neill. Battleship *Massachusetts* and cruisers *Wichita*, *Tuscaloosa* and *Augusta*, and *Brooklyn* prevented a breakout of the French cruisers and destroyers, mauling or sinking several including *Primauguet*, securing the area, and making it possible for *Leonard Wood* to return to Norfolk, VA with the invasion's wounded Soldiers.

After some refitting and amphibious landing training, landing Marines on Solomons Island in Chesapeake Bay, *Leonard Wood* departed for Mers-el-Kebir in North Africa, loaded with the 1,800 Soldiers of the Army's 45<sup>th</sup> Infantry Division, which was based in Oklahoma and included a substantial number of Native Americans. In port briefly, they conducted assault training for the troops, and then got underway with secret orders directing them to join the invasion of Sicily. After a heavy Navy bombardment of the beaches near Gela and Scoglietti, on 10 July 1943, *Leonard Wood* was ready for the assault. Poulin remembers that Stuka dive bombers attacked the anchored ships for hours at a time, and hearing their wailing dive brakes and whistling bombs falling on the US fleet; destroyer USS *Maddox*, on *Leonard Wood's* port quarter, was struck and sank only two minutes later. With a heavy surf running, launching the landing craft at night and embarking the troops was a hazardous operation, and BMCM Poulin had to quickly and carefully operate a crane that lowered the landing craft. Charles B. Cossaboom, my father-in-law, was an Army private first class in the 45<sup>th</sup> Division who vividly remembers the soldiers' fear as they swung over *Leonard Wood's* gunwale, saw the LCVPs heaving in the waves and bashing the transport's hull three stories below, and climbed down the rope netting with 70 pound field packs strapped to their backs. He remembers seeing a friend lose his handhold, falling past the LCVPs and dragged to the bottom by the weight of his pack. Despite some losses, though, the dangerous work was completed in 20 minutes. Night time brought attacks from the Luftwaffe to the anchored ships and a serious "friendly fire" incident.

*(Continued on next page.)*



Born, raised and retired within 30 miles of each other, BMCM Maurice C. Poulin US Coast Guard (ret) and PFC Charles B. Cossaboom US Army National Guard served together during World War II. (Photo by Brian R. McMahon RCO-N (p))

## *The Master Chief and the Private First Class (continued)*

German codebreakers correctly predicted an overflight of 82nd Airborne transports and arranged to have their bombers hitchhike at a lower altitude. Because the order was given to barrage fire, any aircraft crossing into designated sectors was subject to a wall of anti-aircraft fire from the fleet. Seven German planes were downed, but also 23 US Army aircraft.

*Leonard Wood* departed for Oran, Algeria and loaded 766 prisoners of war for transport to the US. Members of the German Army's Afrika Korps and the Waffen SS's Hermann Goering Division, these prisoners resisted any conciliatory gestures by *Leonard Wood's* crew. BMCM Poulin remembers them as large, aggressive, front-line troops who were aloof, arrogant and contemptuous of the US crew; they were more shocked that they were defeated by "inferiors" than depressed by becoming prisoners of war. He was also surprised that they held religious services during their captivity in *Leonard Wood's* holds; like other US military men, Poulin was taught that enemy troops were atheists.

After arriving in Norfolk, *Leonard Wood* was ordered soon to the Pacific, via the Panama Canal, and arrived in San Francisco for refit and some liberty for the crew before sailing for Honolulu. Poulin fondly remembers *Leonard Wood* arriving at the civilian Aloha Pier with its serenading bands and hula girls, before the ship was then directed to a grim Pearl Harbor berth where sunken ships from the 1941 attack were still visible. All hands were called to unload the usual 14 railroad boxcars of provisions and the 5 boxcars of ammunition that were brought pier-side for stowage onboard *Leonard Wood*, and then the 1,788 Soldiers of the Army's 165th Combat Team came aboard. They were bound for the invasion of Makin Island. After the naval bombardment, fighters and bombers from the fleet's carriers leveled the island; Poulin remembers seeing not even a tree standing, in contrast to the North African and Sicilian assaults, and that all Pacific invasions were carried out in broad daylight, rather than the pre-dawn assaults he had seen in the Atlantic theater. Japanese defenders would retreat to underground bunkers to survive the naval and air bombardments and allow US troops to land on the beaches, where our Soldiers and Marines were subject to day and night ambushes by an enemy that would go back into hiding after their attacks.

After successfully landing the Army troops, *Leonard Wood* stood by in the lagoon to receive wounded from the shore and also from the "jeep" aircraft carrier *USS Liscombe Bay*, which was torpedoed and sunk nearby. Returning to Pearl Harbor for refit and resupply, *Leonard Wood* brought the 1,617 troops of the 3rd Battalion, 22nd Marines to Kwajalein, and again waited for the evacuation of the wounded. Poulin was surprised that all casualties from the beach were directed to troop transports for further medical attention first, rather than the hospital ships, because there was a concern that Marines with battle dressings and tourniquets might carry tropical infections that would jeopardize patients onboard the hospital ships. Seeing Marines with arms or legs missing, with bloody bandages barely holding them together, had a powerful effect on Poulin and the crew, who would do their best to make them comfortable until *Leonard Wood's* doctors could attend to them. Turning the ship's wardroom into a surgical center, the physicians had an enviable survival rate: no one treated by them died subsequently.

Because a surfaced US submarine was strafed by a Japanese plane and three Sailors were killed, the Navy broadcast a request throughout the fleet for volunteers to transfer to the submarine as replacements. Poulin thought that it might be interesting to try submarine life and applied, but was told that Coast Guard personnel were not welcome. Sea service cooperation had its limits.

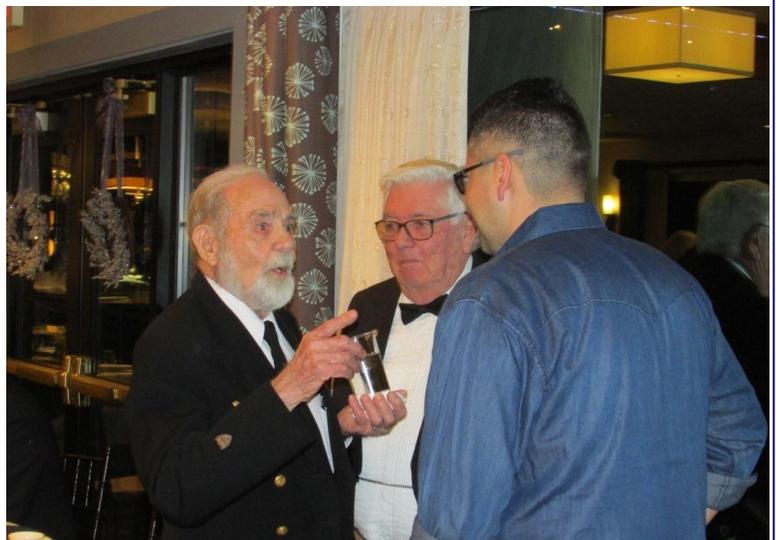
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## *The Master Chief and the Private First Class (continued)*

*Leonard Wood* also participated in the Eniwetok invasion before returning to San Pedro where CAPT H.C. Perkins USCG relieved CAPT. Merlin O'Neill as Commanding Officer. Returning to the war zone, the ship readied for another assault on an undesignated island, but the secret was blown by Tokyo Rose. BMCM Poulin remembers that her broadcasts were piped throughout the ship, since the crew enjoyed hearing the latest music from America. But between the Glenn Miller and the Tommy Dorsey songs, the announcer expressed "concern" for the brave Americans onboard *Leonard Wood* (naming their Marine and Coast Guard officers) who were on their way to certain death at the hands of the Japanese defenders of Saipan. Hearing this intelligence report from the enemy didn't square with what Poulin had been told about the Japanese; that they were sub-human "monkeys" incapable of modern warfare. They exacted a fearsome toll on the Marines that *Leonard Wood* landed on Saipan, and the transports faced daily air attacks that forced them to get underway at 1600, maneuver all night and return at 0600. One night, BMCM Poulin had to spend all night underway on his LCVP because *Leonard Wood* was underway before his cargo was offloaded on the beach, and it was too dangerous to remain on the island. Hundreds of partially trained Japanese pilots were shot down during the Saipan invasion- this was the "Marianas Turkey Shoot"- but there was a more grisly event that Poulin recalls. In full sight of the crews on the anchored American transports, the Japanese Army prodded thousands of their civilian workers and their families out onto cliffs, where they jumped to their deaths in the bay.

*USS Leonard Wood* returned to Pearl Harbor, where a ship's inspection was conducted by the Commander in Chief, Pacific Fleet and Poulin bumped into Admiral Chester Nimitz- literally- when sliding down a ladder rushing to get to the chow line. He excused himself and avoided any repercussions. A month later, *Leonard Wood* joined the Palau Islands invasion fleet, and then loaded troops and supplies for the re-conquest of the Philippines. While operating off Leyte, the ship experienced heavy air attacks; two kamikaze planes missed *Leonard Wood* by 25 feet and struck a neighboring ship. The Japanese Navy launched a major offensive to destroy the US troop transports and three Navy destroyers assigned to protect escort aircraft carriers and the transports sighted the Japanese battleships and cruisers. In a bold move, they turned towards the powerful Japanese fleet, attacking the much larger enemy ships with torpedoes before *USS Johnston*, *USS Hoel* and *USS Samuel B. Roberts* were sunk by the overwhelming Japanese firepower. This sacrificial effort startled Admiral Takeo Kurita on board the massive battleship *Yamato*, who considered it futile and suicidal to attack the now-empty troop transports in Leyte Gulf, and ordered a retreat. Not expecting the Japanese fleet to turn back, *Leonard Wood* and the other undefended transports had steamed away quickly, slipping their anchor chains.

(Continued on next page.)



BMCM Poulin shares some of his stories with Dick Keating (DSO-PB) and FS1 Justin Anzaldua during the Division 4 Change of Watch ceremony dinner, last December. (Photo by John W. Keyes, ADSO-PB.)

## *The Master Chief and the Private First Class (continued)*

Returning to Manus Island for resupply and embarking Marines, *Leonard Wood* was ordered to Lingayan Gulf and the invasion of the Philippine island of Luzon, where the capital city of Manila is located. The heavy escorting fleet sank two Japanese destroyers on the approach to the landing site, and *Leonard Wood* steamed back to the Manus Island base after landing the troops. While resupplying, a massive boiler explosion on *Leonard Wood* took her out of action and BMCM Poulin was ordered stateside, to the Explosive Ordnance Loading School in Baltimore, Md. During his three years onboard *Leonard Wood*, he experienced nine major invasions, four smaller assaults, and his ship was credited with shooting down two German planes and three Japanese aircraft. Throughout the war, *Leonard Wood* never lost a crewman, even though she was subject to repeated air attacks in both war theaters.

After discharge from the service, and two years of civilian life, Poulin returned to the Coast Guard in 1947 and was assigned to "handkerchief" lightship #98. The skipper was a former merchant marine sailor who was fond of constructing ships-in-bottles when off duty, a craft that Poulin learned and continues to enjoy to this day. One of his creations, a representation of *USCGC Eagle*, is displayed at the Smithsonian Institution in Washington, DC. In later assignments, Poulin advanced to Boatswains Mate Chief while serving onboard *CGC Casco*, became Officer in Charge of Gay Head Lifeboat Station on Martha's Vineyard, Deck Boatswain onboard *CGC Duane*, Officer in Charge of Coast Guard Station Nahant, Mass., and then Officer in Charge of *CGC Point Cypress*, where he and his crew rescued drowning fishermen and fought boat fires. During the October 1962 Cuban Missile Crisis, Point Cypress was ordered to Florida, to patrol the Keys and Bahama Banks at a time when many Americans were concerned that a shooting war between the US and the Soviet Union was imminent. A final duty assignment at the Marine Inspection Office in Boston followed and then on 1 August 1966, Master Chief Maurice Poulin retired from the Coast Guard and returned to his home in Nahant with his wife Sylviane and their nearby three children, six grandchildren and five great-grandchildren.

- Submitted by Brian R. McMahon, RCO-N (p)

## *Help Wanted: Time, Enthusiasm and Teamwork Required*

There are several skill sets being sought for on-going mission support in the publication and public affairs area. Because the publication and public affairs roles often overlap these people will work with both district staff as part of a strengthened team.

Contact John W. Keyes, DSO-PB through the Auxiliary On-line Directory.

### *Writer*

- Independent research for articles for *Nor'Easter*
- Ability to interview people for articles
- Ability to draft an article
- Timely submission of article

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis



### *Publishing*

- Ability to use MS Publisher and Adobe publishing software
- Interest in compiling and organizing layout of *Nor'Easter* on a quarterly basis

Orientation and training provided.

### *Editing*

- Can provide editing to articles in *Nor'Easter*
- Assure articles are written using Coast Guard guidelines
- Ability to collaborate during editing process with writers
- Timely completion of editing

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis

### *Photography and Videography*

- Provide regular and on-going photography for *Nor'Easter* and Coast Guard First District
- Assure photos and video comply with Coast Guard guidelines

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis

### *Social Media*

- Ability to use various social media tools
- Ability to design, manage and coordinate social media messaging for district
- Interest in supporting or offering technical assistance to divisions and flotilla
- Assure that Auxiliary social med comply with Coast Guard guidelines

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis



Department of  
Homeland Security  
UNITED STATES COAST GUARD  
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DSO-PB, D1NR  
17 Harbor Loop  
Gloucester, MA 01930  
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"Always Ready"

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<http://a013.uscgaux.info/>



**NOTICE: Newsletter Requirement for Publication**

All flotilla and division newsletters must include the date they were approved for publication after receiving clearance from Richard Keating, ADSO-PB. Example:

**"This publication received clearance on 15 January 2017."**

**First District Northern Mission Statement**

The Coast Guard Auxiliary is a component of the United States Coast Guard which is a multi-mission maritime service and one of the Nation's five Armed Services. The mission of the Auxiliary is to protect the public, the environment, and U.S. economic interests - in the Nation's ports and waterways, along the coast, on international waters, or in any maritime region as required to support national security in a non-military role and non-direct law enforcement role.

***Calendar of Events 2017***

<u>When</u>	<u>What</u>	<u>Where</u>
22 – 29 January	N-Train	St. Louis, Mo.
3 – 5 February	D-Train	Gurney Newport Resort and Marina (Hyatt) Newport, R.I.
3 February	Board and Staff	D-Train, Newport, R.I.
25 February	EXCOM	USCG Base Boston – Goal Setting
3 March	Board & Staff	WEBEX
19 March	1st Qtr Nor'Easter Deadline	Submit via email
19 March	St. Patrick's Day Parade	South Boston, Mass.
21 March	EXCOM	WEBEX
24 March	Board & Staff	WEBEX

*See district website for additional details, events, and updates.*

**This publication received clearance on 15 January 2017.**

