



Nor' Easter



New England

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

VOLUME 69, ISSUE 2

NATIONAL

State of Maine

Proclamation

WHEREAS, each year during the month of May, the United States Coast Guard and Coast Guard Auxiliary join partners nationwide to raise awareness about boating responsibility; and

WHEREAS, safe boating starts onshore, with individuals preparing a float plan for their passengers, getting a fire vessel safety check, and participating in boating safety courses; and

WHEREAS, as they embark, boaters should make sure they check the motor function and that all passengers are equipped with a life jacket; and

WHEREAS, the chance of drowning while wearing a life jacket is 1 in 66, and the chance of drowning with no life jacket is 1 in 11; and

WHEREAS, every 2 1/2 hours someone is injured or killed in a boating accident; and

WHEREAS, to put an end to preventable accidents that claim too many lives each year, individuals should never operate a boat under the influence of drugs or alcohol; and

WHEREAS, boating is an important part of our national heritage, it is imperative that all individuals operating or occupying a boat follow commonsense safety procedures that keep them safe and also keep our lakes, rivers, and oceans safe for all to enjoy;

NOW, THEREFORE, be it resolved that I, Janet T. Mills, Governor of the State of Maine, do hereby proclaim the week of May 18th to the 24th, 2019 as

National Safe Boating Week

in Maine, and I urge all the citizens of Maine to recognize this week with appropriate programs, ceremonies, and activities.



In testimony whereof, I have caused the Great Seal of the State to be hereunto set, and I have hereunto set my hand and the seal of the office of the Governor of the State of Maine.

Janet T. Mills
Janet T. Mills
Governor

Matthew Dunlop
Matthew Dunlop
Secretary of State
TRUE ATTESTED COPY

The State of New Hampshire
By His Excellency
Christopher T. Sununu, Governor
A Proclamation

In the year of our Lord one thousand nine hundred and nineteen
SAFE BOATING WEEK
MAY 18-24, 2019

WHEREAS, citizens and visitors across New Hampshire enjoy boating on our beautiful lakes and waterways each year, and it is imperative that boaters remain safe and responsible for all; and

WHEREAS, during the month of May, the United States Coast Guard and Coast Guard Auxiliary join partners throughout the nation to raise awareness about the importance of safe boating; and

WHEREAS, it is necessary for boaters to take proper precautions and follow safety procedures including attending safe boating classes, carrying emergency distress and communications equipment, wearing life jackets, and remaining sober while operating a boat; and

WHEREAS, the United States Coast Guard estimates that human error accounts for 70 percent of all boating accidents, and life jackets could prevent nearly 83 percent of all boating fatalities;

WHEREAS, practicing safe boating habits and wearing life jackets can help prevent boating-related accidents and fatalities;

NOW, THEREFORE, I, CHRISTOPHER T. SUNUNU, GOVERNOR of the State of New Hampshire, hereby proclaim MAY 18-24, 2019 as SAFE BOATING WEEK in the State of New Hampshire, and call this to the attention of all citizens.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Seal of the State of New Hampshire to be affixed this 28th day of March, 2019.

Christopher T. Sununu
Christopher T. Sununu
Governor

SAFE BOATING

The Commonwealth of Massachusetts

A Proclamation

Whereas, each year during the month of May, the United States Coast Guard and Coast Guard Auxiliary join partners nationwide to raise awareness about boating responsibility; and

Whereas, safe boating starts onshore, with individuals preparing a float plan for their passengers, getting a fire vessel safety check, and participating in boating safety courses; and

Whereas, as they embark, boaters should make sure they check the motor function and that all passengers are equipped with a life jacket; and

Whereas, the chance of drowning while wearing a life jacket is 1 in 66, and the chance of drowning with no life jacket is 1 in 11; and

Whereas, every 2 1/2 hours someone is injured or killed in a boating accident; and

Whereas, to put an end to preventable accidents that claim too many lives each year, individuals should never operate a boat under the influence of drugs or alcohol; and

Whereas, boating is an important part of our national heritage, it is imperative that all individuals operating or occupying a boat follow commonsense safety procedures that keep them safe and also keep our lakes, rivers, and oceans safe for all to enjoy;

NOW, THEREFORE, be it resolved that I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, do hereby proclaim the month of May 18th to the 24th, 2019 as

NATIONAL SAFE BOATING WEEK

in the Commonwealth of Massachusetts, and I urge all the citizens of the Commonwealth to recognize this week with appropriate programs, ceremonies, and activities.

Charles Baker
Charles Baker
Governor

Margaret Holten
Margaret Holten
Secretary of State

God Save the Commonwealth of Massachusetts!

State of Rhode Island and Providence Plantations
GUBERNATORIAL PROCLAMATION
National Safe Boating Week

WHEREAS, safe boating starts onshore, with individuals preparing a float plan for their passengers, getting a fire vessel safety check and participating in boating safety courses; and

WHEREAS, as they embark, boaters should make sure they check the motor function and that all passengers are equipped with a life jacket; and

WHEREAS, the chance of drowning while wearing a life jacket is 1 in 66, and the chance of drowning with no life jacket is 1 in 11; and

WHEREAS, every 2 1/2 hours someone is injured or killed in a boating accident; and

WHEREAS, to put an end to preventable accidents that claim too many lives each year, individuals should never operate a boat under the influence of drugs or alcohol; and

WHEREAS, boating is an important part of our state, it is imperative that all individuals operating or occupying a boat follow commonsense safety procedures that keep them and our lakes, rivers, and oceans safe for all to enjoy;

NOW, THEREFORE, I, Charles D. Baker, Governor of the State of Rhode Island, do hereby proclaim the month of May 18th to the 24th, 2019 as National Safe Boating Week in the state and I urge all the citizens of the State of Rhode Island to recognize the importance of practicing safe boating habits and wearing life jackets.



Given under my hand and the great seal of the State of Rhode Island and Providence Plantations, this 23rd day of March, 2019.

Christina M. Rhoades
Christina M. Rhoades
Governor

Paul H. Garbin
Paul H. Garbin
Secretary of State

WEEK

May 18 - 24

HIGHLIGHTS THIS ISSUE:

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Homeland
Security



United States Coast Guard Auxiliary

FROM THE EDITOR'S DESK: The Publications Production Team and I hope that you enjoy Issue 2, the Spring issue of *Nor'Easter*. Much of this issue is devoted to National Safe Boating Week, scheduled for May 18-24. There are articles about the wealth of materials and resources available to all district flotillas and divisions for putting on a successful NSBW, how Division 4 is preparing for the event on the North Shore (to give one excellent example), and also the nuts and bolts of conducting paddlecraft Vessel Safety Checks. The latter is especially important in light of the district's ongoing Paddle Craft Safety Initiative. The Commodore's Message, stressing the importance of proper uniform wear, is supplemented by an article about the history of military uniforms, including the Coast Guard uniform, and news about creation of a district Uniform Team. The Uniform Team will answer any and all questions about uniforms and is even offering a "virtual uniform inspection" and raffle for everyone submitting photographs of themselves in uniform via email. The Chief of Staff, in his message, explains very important changes in the RM and TCT programs. The third in a series of AUXFIT articles, to help Auxiliarists in developing their own fitness programs, also appears in this issue. And, as always, there's much much more to read over, think about, learn from, and take pride in as Auxiliarists.

Nor'Easter is YOUR magazine. Comments, ideas for articles, and submitted articles and photographs are always welcome.

Wes Baden, DSO-PB
Richard Keating, ADSO-PB SBOS
Janet Richardson, ADSO-PB SSNE



ON THE COVER:

The Governors of Maine, New Hampshire, Massachusetts, and Rhode Island have issued official Proclamations recognizing May 18-24, 2019 as National Safe Boating Week in their respective states. The Proclamations also acknowledge the efforts of the U.S. Coast Guard, Coast Guard Auxiliary, and their partners in raising awareness about the importance of safe boating.

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UNITED STATES COAST GUARD

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Aaron A. Ledger	D-AD-Meeting Setup
Richard A. Young, Jr.	D-AD-Meeting Setup
Arnold M. Geller	D-AD-Meeting Setup
Carolyn E. McClure	D-AD-Conference Coordinator

Past Division Commanders Association

Craig C. Hall	President
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COMMANDANT'S LETTER OF APPRECIATION



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

12 MAR 2019

To the Men and Women of the U.S. Coast Guard Auxiliary,

Please accept my most sincere appreciation for the Auxiliary's outpouring of care and consideration extended to our entire Coast Guard family during the recent lapse in appropriations. I was humbled by the generosity and support you provided in the face of this unprecedented personal, financial, and emotional challenge imposed upon all segments of our mission ready total workforce. Your generous giving of time, effort, and personal resources in normal "day-to-day" circumstances is always notable; however, the extent to which the Auxiliary exceeded "normal ops" during the partial government shutdown went above and beyond all expectations. Across the Service, Auxiliarists availed themselves to lend active duty, reserve, and civilian team members tangible support, service, and a compassionate ear. The comfort and reassurance you provided Coast Guard women and men, particularly our junior personnel, were invaluable to bolstering their confidence that such daunting uncertainty would be fully resolved, and that no member of the Coast Guard family was ever alone.

Your unflagging resilience during this remarkably challenging period reflected your constant commitment to our Service. Such instrumental support helped ensure the Coast Guard stood ready to "stand the watch."

Thank you for your indelible support to Coast Guard personnel and for helping to cement our public trust. *Semper Paratus!*

Respectfully,

/s/

Karl L. Schultz

Admiral, U.S. Coast Guard

COMMODORE'S MESSAGE



Uniforms. We hear a lot about uniforms in our organization. Our uniform is a very important part of our image. It tells the public who we are and what larger institution we belong to.

The pledge we take for elected or appointed office states, among other things, “[O]ur actions reflect not only upon the Coast Guard Auxiliary, but that of the United States Coast Guard.”

This is certainly true when we talk about uniforms.

As I travel around our district, as a visitor to other districts and at national events, I see a variety of ways members wear their uniforms, correctly and incorrectly.

While I don’t think any of us set out to wear our uniform incorrectly, sometimes members simply do not know that some of the details actually matter or that it’s not noticed by anyone else. These details include improper shoes, hair styles, insignia, outerwear, and type of uniform. As members, we need to look the part and make sure we are in proper uniform, because many of us are an example to newer members and members who need a bit of a reminder. What you wear is indeed noticed even though no one says anything to you about it.

There are resources that can guide you on exactly how to wear your uniform: the Auxiliary Manual, Uniform Guide, and U.S. Coast Guard Uniform Regulations. There are slide presentations available for training or for personal reference. You

can also ask your Flotilla Commander or Flotilla Vice Commander direct questions about proper uniform wear.

As members of the Coast Guard Auxiliary, we are volunteers. The Auxiliary itself is an organization of volunteers. When we come in as a member, we agree to abide by the rules and regulations. Some of those regulations address uniform wear directly.

As we first join as members we are advised to “wear our uniforms proudly and correctly.” The way we wear our uniforms certainly does reflect on us. As Auxiliarists we are always striving for respect from the boating public and the Active Duty Coast Guard personnel. Every Active Duty or Reserve member you see has gone through arduous training and education to obtain the right to wear their uniforms. With the exception of the insignia, we wear the same uniform as our “Gold Side” counterparts. We are given the privilege to wear that same uniform, though without going through the arduous process they all had to.

The very least we can do is show our appreciation for the opportunity to wear the Coast Guard uniform by wearing it correctly. What we do and how we present ourselves reflects on ALL of us in the Auxiliary.

Practice proper uniform wear. Ask a shipmate to look you over to make sure everything is correct. Do not be afraid to politely and quietly correct a shipmate who is not in proper uniform. If you yourself need training, ask. If you have questions, ask. Be proactive about looking good.

When you look good in uniform and can hold your head high, we all benefit in the long run. Like the crew on a ship, we all rise and fall together. This is certainly true with respect to uniforms.

We have a great district, with great people. I know that for certain. Let’s strive to look as good as we really are.

Semper Paratus

Charlie Grossimon, District Commodore

DISTRICT CHIEF OF STAFF'S MESSAGE

RM and TCT. Both are currently on everyone's minds, it seems. And for good reason. **These two programs have been entirely changed, including how we gain and maintain required competency.** Hopefully I can explain what has happened so we are all on the same page.

Risk management in operations has been a concept in many industries for many years. I've seen it as Risk Management, or RM, and as Threat and Error management with my current company. The concepts are simple and boil down to "Never let your body go someplace your brain hasn't already been." When I learned to fly I was told, "If your brain isn't 10 minutes ahead of the airplane, you're behind," which is the same concept, just in different terms. Chess similarly requires you to be thinking at least three moves ahead. This concept has application in almost everything we do, from vessel operation, marine safety, instructions, vessel exams, paddlecraft work, watchstanding, and a myriad of other activities. The current RM and TCT programs are designed to reinforce this type of critical thinking.

First and foremost, everyone by now should have taken the Learning Management System, or LMS, online course. If you have not done this, I urge you to do this as soon as possible. If you are having log-on issues, contact your Member Training (MT) officer and we can set up a seminar for you and anyone else who needs this training. It takes about 25 minutes but is a very well-done introduction to the program.

The next step involves what we have all known as TCT, or Team Coordination Training. This has also changed and is now RMTCT, or Risk Management Team Coordination Training. It has become a yearly requirement, and the class is up to 4 hours. I say "up to," as there is no minimum time requirement if the material is covered, and 4 hours is more than enough to accomplish this. Length is dependent on class participation. This is a great course, but I am going to admit this can be a challenge to accomplish.



Presently we only have two instructors qualified to teach this course. Instructors who have attended the Petaluma TCT School can become qualified but require additional training to be certified again. We are working to identify these individuals and get them the training as soon as possible. In the meantime, attending an Active Duty taught course will also meet the new requirements. This course needs to be completed every year to maintain competency.

Currently Don Ladd, District Staff Officer – Member Training (DSO-MT), is qualified and working with the Active Duty personnel at the district to ensure both the certification of instructors and that all who need the training can get it done. This is an enormous undertaking and Don has been doing excellent work making this happen as fast as we can. In the meantime, the Chief Directors Office has cleared any potential competency conflicts for this year regarding TCT. That being said, please don't put this off. Get it done sooner rather than later.

And hey, let's be careful out there!

Byron A. Moe, Jr., District Chief of Staff

**2019 SAFE BOATING CAMPAIGN MESSAGE:
NATIONAL SAFE BOATING WEEK MAY 18-24**



Ray Julian, DSO-PV
Chair, D1NR NSBW
Committee

Looking for the gold standard in producing constantly successful Safe Boating Campaigns? You'll find inspiration in DCDR4 John Keyes' story (following this message), about how his division works together closely with Station Gloucester. John offers numerous valuable ideas and best practices applicable to units partnering with CG small boat stations and our Recreational Boating Safety members in their boating community.

What also can you do? Here are additional ideas and suggestions for organizing local boating safety outreach efforts and delivering the 2019 Safe Boating Campaign message.

Start by reviewing a013.uscgaux.info/Wear_It, the D1NR National Safe Boating Week resource link. There you'll find downloadable New England state-specific logos supporting the "Wear It New England" mission. Combining scheduled Vessel Safety Checks or special Vessel Safety Days with the "Wear It" campaign is a natural fit. The link also includes other ready-made information for your use, such as a Public Service Announcement for local media.

The available state logos are:



The district's "Wear It New England" message is supported by Coast Guard and the National Safe Boating Council (NSBC) marketing resources. All our recreational boating safety programs promote a safe boating experience through educational programs and resources. RBS Teammates are Vessels Examiners, Marine Dealer Visitors, Instructors, and Public Affairs specialists. Be sure to involve all of these talented individuals in your NSBW efforts.

Next, review safeboatingcampaign.com/resources, the **National Safe Boating Council's collaborative national campaign website**. It also offers valuable free resources and other material support. Included on the site are logos, audio clips, videos, fact sheets, print ads, and posters. A key point here is that you do not have to reinvent the wheel for NSBW. Make use of promotional and campaign materials that are already out there and immediately available to you.

NSBC's Safe Boating campaign is an annual event that promotes responsible boating as well as the value of voluntary life jacket wear by recreational boaters. The "Wear It!" tagline, now in its 12th year, continues to be incorporated into the NSBC campaign.

Key take-aways from NSBC are:

- Significantly more boaters who are aware of the campaign and the "Wear It" logo agree with safety statements versus those who are unaware.
- Boaters who are aware of the campaign are significantly more likely to wear a life jacket because they "feel safest when wearing a life jacket/it's a safe practice" and "have heard of situations where a life has saved a life."

Ask your boating community to issue a local proclamation. Easy to follow templates are available on both the district and NSBC web sites above.

2019 SAFE BOATING CAMPAIGN MESSAGE, cont'd

Have your Public Affairs Officers submit public service announcements, news releases, articles and photographs to local media, as already suggested, plus make themselves available for media interviews.

Following now are statistics that units can make use of. The U.S. Coast Guard, every year, compiles data on reported recreational boating accidents. This information is derived from accident reports filed by the owners/operators of recreational vessels involved in accidents. It is available for download at uscgboating.org.

Key statistics are:

- Drowning was reported as the cause of death in 76 percent of all fatalities (four out of five people died from drowning).
- 85 percent of those who drowned were not wearing life jackets.
- In 2017, the Coast Guard counted 4,291 accidents involving 658 deaths, 2,629 injuries and approximately 46 million dollars of damage to property as a result of recreational boating accidents.
- Only 14 percent of deaths occurred on boats where the operator had received boating safety instruction.

— Operator inattention, improper lookout, operator inexperience, machinery failure, and alcohol use are the top five primary contributing factors in accidents.

— Alcohol use is the leading known contributing factor in fatal boating accidents. Where the primary cause was known, alcohol was listed as the leading factor in 19 percent of deaths.

Have your events and activities where people are. You are the best judge of how to maximize actual contact with the boating public and get the Safe Boating message out. Choose locations as well as times wisely, to interact with the greatest number of people.

Stress these Top 10 Talking Points about boating safely.

1. Always wear your life jacket. Over seventy percent of all fatal boating accident victims drowned, and of those, 85 percent were not wearing a life jacket.
2. File a float plan with a family member or friend and make sure that they know how to contact the Coast Guard. Include information about where you are headed, when you will return (cont. next page)



Public launches and boating clubs are two excellent locations for NSBW events. Above, members of Winthrop Flotilla, Constitution Flotilla and Mystic River Flotilla, at a past Safe Boating Day/Wear It! event, prepare to interact with members of the Cottage Park Yacht Club, Winthrop, MA. (Photo by Ray Julian)

2019 SAFE BOATING CAMPAIGN MESSAGE, cont'd

and how many people are on your vessel. Including a detailed vessel description helps improve chances of a swift rescue.

3. Perform routine weather checks. Conditions on the water can change rapidly, and being aware and alert is critical to survival.

4. Know your equipment. Ensure that lights, anchors and ropes are in good working order. Always carry plenty of fresh drinking water to avoid dehydration. Having updated nautical charts and a global positioning (GPS) device in good working order will also improve your safety.

5. Ensuring your communications equipment is in good working order is critical to your safety at sea. Cell phones, satellite phones, emergency position indicator radio beacons (EPIRBs), and VHF marine band radios can improve your survival in an emergency. The Coast Guard discourages cell phones as a primary method of communications on the water, due to the possibility of limited range.

6. Rescue 21, the Coast Guard's advanced command, control, and direction finding communications system, is able to quickly locate mariners in distress with

DSC-registered VHF marine band radios.

7. EPIRBs can be triggered automatically or manually, but it is vitally important to ensure that they are properly registered with the National Oceanic and Atmospheric Administration (NOAA). The device signals your location to a satellite that in turn relays information to the nearest rescue coordination center.

8. Alcohol and water don't mix. It is illegal to operate a boat while under the influence of alcohol, or drugs for that matter.

9. Maintain a safe boating speed at all times, especially in "No Wake" zones, near docks and marinas, and when the waterway has heavy traffic.

10. Don't overload your boat. Resist the urge to invite more people aboard than your boat is designed for. Information regarding maximum number of passengers is shown on a metal plate located near the helm of most boats.

Finally, make sure that everyone involved in NSBW events and activities promptly records all required information on proper forms. NSBW, like all AUX missions, is not finished until such forms are completed and forwarded up through channels.

Did You Know?

COMO Gene Bernstein, Pawtucket Rogues Flotilla, shares a bit of history we all can be proud about:

National Safe Boating Week has its origins in District 1 Northern Region. In Spring 1948, then Flotilla 408, Newburyport, Mass., began offering the public a boating safety course in the Town Hall (the first AUX PE course on record, incidentally). Members also started conducting "Courtesy Motorboat Examinations," which if passed gave owners a "Seal of Safety," the forerunner of today's VSC decal. In 1952 the flotilla created an annual "Safe Boating Week" to further promote motorboat examinations. This led to a 1957 multistate event, sponsored by the Auxiliary. Ultimately, in 1958, U.S. Senate passed PL 85-455, formally establishing National Safe Boating Week throughout the country. It was signed into law by President Dwight D. Eisenhower.

From recent remarks by COMO Charlie Grossimon, District Commodore:

"It's no secret to any of us that boating safety is why we are all here. What is less well known is that National Boating Safety Week started right here, in the First District Northern Region as a way of promoting what is now known as the Vessel Safety Check. One of the challenges we have is that National Safe Boating week occurs in May and many of our area boaters have not even launched at that point. That doesn't matter. The "spirit," if you will, of National Safe Boating week should be with us throughout the season. We can use NSBW to promote our services to the boater so that when their boat is in the water, we are ready to assist them with a Vessel Safety Check whenever they request it. Vessel Safety Checks do indeed save lives. Vessel Safety Checks are one of the best ways for members to make a direct impact by having the one on one interaction with the boater. Let's set our sights to the week of **May 18-24** and hit the docks hard to get the word out and hit the ground running!"

PREPARING FOR NATIONAL SAFE BOATING WEEK ON THE NORTH SHORE



John Keyes, DCDR 4

It is mid-February in Gloucester Massachusetts, the forecast high is 35 degrees with several inches of snow and moderate wind expected ... and time to talk about safe boating. National Safe Boating Week is ninety days away, but the time to start planning for a successful event is now. Key members of Coast Guard Station Gloucester, the Coast Guard Auxiliary from Division 4 - First District Northern Region, the Northshore Harbormasters Association, the Coast Guard First District Recreational Boating Safety Office, the local office of the National Oceanic and Atmospheric Administration (NOAA), and a handful of other representatives from local businesses and community organizations assemble in the first deck conference room aboard Station Gloucester. Successful events do not plan themselves, and by the end of the meeting each representative understands their part of the plan.

For local Auxiliary members, the first mission is advertising. Public Affairs Officers, Vessel Examiners, and Marine Dealer Visitors arm themselves with information regarding National Safe Boating Week (NSBW) and Station Gloucester's Open House, scheduled to kick-off the week. Involving local businesses and community organizations serves two obvious purposes: it provides additional advertising avenues and it broadens the audience base. In addition, by involving the local community, it improves the relationship between the Coast Guard and Coast Guard Auxiliary and the community. Experience shows an engaged community creates its own buzz. Hands-on displays like the "Ready, Set, Wear It!" lifejacket world record attempt and the "Paddle Smart" kayak exhibit are very popular with visitors

and provide excellent talking points. Such displays appeal to the occasional boater as well as the serious mariner. Likewise, flare and fire extinguisher demonstrations draw a crowd; many boaters have never fired a flare or handled a fire extinguisher. These NSBW Open House mainstays are augmented this year with the inclusion of a visit from the Auxiliary safe boating mascot "Coastie" and the whale research team from Ocean Alliance. A safe maritime environment begins with education.



Petty Officer Third Class Zach Thomas of Richmond, Virginia demonstrates the proper use of a handheld signal flare during the Safe Boating Day Open House aboard Coast Guard Station Gloucester. (Photo by John Keyes)

Leading up to NSBW, Auxiliary members have been disseminating the information regarding the upcoming event, but they have also been collecting data. Communication is a two-way street and Auxiliarists have been listening to recreational boater needs as well. Previous NSBW Open Houses focused on marine radio procedures and commercial vessel exams. This year will focus on community relations and local first responders. And each year, recreational boaters want to know how to dispose of their expired flares! The Open House Committee uses this boater input to improve its public offering and to draw in a larger audience. (cont. next page)

PREPARING FOR NATIONAL SAFE BOATING WEEK ON THE NORTH SHORE, cont'd

Once the public is aboard Station Gloucester, the communication must continue to flow. Auxiliary members must again rise to meet the challenge as a call for volunteers goes out across the division, and beyond.

Opportunities for future involvement are exploited once the boating public steps aboard Station Gloucester. General Public Education and Safe Boating publications are augmented with specific information regarding the schedules and locations of future events. It is important to strike while the iron is hot! Safe Boating courses and Vessel Safety Check "blitzes" must be scheduled for the next day and the following weekend, while the benefits of these events are still fresh in the boaters' minds. A successful NSBW Open House will have a boater thinking about boating safety after they leave the station.

To that end, we give the boater something to remember the event, plus help publicize the event in the process. A pedestrian carrying a Recreational Boating Safety pamphlet will not get a second glance, but the same pedestrian carrying a "Sammy the Otter" tote or wearing a "Ready, Set, Wear It!" tee shirt spreads the safe boating message. Younger boaters sporting "Wear It!" temporary tattoos or blowing day-glow orange whistles a week later (for better or for worse) also spread the message.



North Shore Division member Ed Manzano demonstrates his marlinspike skills during the Safe Boating Day Open House aboard Coast Guard Station Gloucester. (Photo by John Keyes)



Don't forget to invite and involve local or state leaders. Above, Immediate Past Division Commander Robert Amiro (L) and Station Gloucester Operations Chief BMI Devan Smith stand with Massachusetts State Senator Bruce Tarr, during reading of the National State Boating Week Proclamation. (Photo by John Keyes)

These are the details the NSBW Open House Committee is discussing while outside the first few snow flurries of the morning begin to fall. Ice scrapers and sand buckets are still the order of the day, and most recreational boats are tightly enveloped in white shrink wrap and stored cheek-by-jowl on stilts in boatyards or on trailers in driveways. But boating season will soon be here, and the first key to a successful National Safe Boating Week is effectively utilizing the weeks leading up to it.



EDITOR'S NOTE: Below, as an example of how to promote an NSBW event, is a Division 4 flyer inviting the public to "Operation: Safe + Boat," scheduled for this coming May 18. Notice how numerous community groups and organizations are involved, which likely will increase attendance and therefore interaction between the division and public.



UNITED STATES COAST GUARD
U.S. DEPARTMENT OF HOMELAND SECURITY



OPERATION: SAFE + BOAT

Come experience and explore the Mission of Station Gloucester's First Responders

USCG STATION GLOUCESTER

- Live Helicopter Search & Rescue Demonstration
- A Free Lunch provided by the Station
- K-9 Teams and Demo
- Signal Flare Demos (Drop off your expired flares)
- Boating Classes and Vessel Safety Check information
- Try on Safety Gear
- Search and Rescue Boat Tours
- Live Band
- Health and Well Being Booths
- Beverly Dive Team
- NOAA
- Special Appearance by "Coastie"

When: 18 May 2019
Time: 10:00am to 2:00pm
Where: 7 Harbor Loop Gloucester

Rain Date May 25th



For More Information Contact:
BM1 Michael J Palelli - email
Michael.J.Palelli@uscg.mil



HOW TO CONDUCT PADDLECRAFT VESSEL SAFETY CHECKS



Robert Amiro,
DSO-VE

Do we really need a Vessel Safety Check (VSC) on a paddlecraft?

The answer is yes, we do. Why? Last year, 77 percent of all VSCs were done on larger boats, power and sail. Only 23 percent were made on paddlecraft. But while we had a 22 percent decrease in fatalities among power boaters and sailors there was a 77 percent increase in paddlecraft operator fatalities. We are losing paddlers at a disproportionately higher rate.

You can buy a paddlecraft just about anywhere, at Sears, in a Walmart, or at Job Lots. Perhaps in the not too distant future you will be able to walk into a drug store, pick up your prescriptions, and buy a paddlecraft and a paddle on the way out. These types of stores have no sales personnel who paddle. There is no one to help the paddler select the safety equipment he or she needs to be safe on the water, such as a life jacket, a whistle, a GPS, a dewatering pump, and a paddle float. And what about a dry bag with dry clothes? When you are on the water, you are going to get wet. The end result is that too many paddlers immediately head out to a lake or river, not knowing a thing about their boats and equipment needed to be safe.

This is why we need to do VSCs on paddlecraft. Every time we have the opportunity to do a VSC, and we don't, we miss the opportunity to educate a paddler about boating safety. Paddlecraft operators can benefit from interactions with us just as much as larger boat owners do. There clearly is a critical need for reaching out to paddlers given the alarming number of fatalities in that group of boaters.

Paddlecraft Vessel Safety Checks are easy to perform. Just make use of ANSC Form 7012A, following it section by section.

Section I, Owner Operator Information. This is straightforward. Just fill in the blanks. The check boxes asking about Boating Class and Related Skills Class attendance are, of course, perfect opportunities to inform paddlers about AUX Public Education courses, especially "A Paddler's Guide to Safety."

Section II, Paddlecraft Information. Again, just fill in the blanks. Paddlecraft, like larger boats, have a HIN number. On kayaks and canoes it is usually located on the stern, port side.



Members of Boothbay Harbor Flotilla conduct paddlecraft VSCs, using Form 7012A. (USCG file photo)

Section III, Safety Check Requirements. Please remember: For most paddlers to get a VSC decal the only things they need are a life jacket with a whistle not around the neck. I always have a few whistles in my pocket. If they do not have a whistle, and that's the only thing preventing them from receiving a decal, give them the whistle. Also give them an IF FOUND—CONTACT sticker. You will have just made a friend who thinks highly of the Coast Guard and the Auxiliary. And, who knows?, you may have upped the chances of that person being interested in PE courses and possibly even AUX membership.



HOW TO CONDUCT PADDLECRAFT VESSEL SAFETY CHECKS, *cont'd*

The rest of Section III all deals with safety equipment you can talk about with paddlers. For instance, ask questions such as, "Are you going to paddle at night?" If the answer is yes, the paddler needs a light with 360 degrees of illumination in order to get a decal. If they say, "No, I only paddle during the day," you can give them a decal. (I myself have a flash light with me whenever I go on the water.) With respect to Visual Distress Signals (VDS), required for certain paddlers, the federal requirements for recreational boaters are applicable. (I keep unexpired USCG flares on my life jacket along with a flair gun.)

Also, there are three questions I always ask when doing a VSC on a paddlecraft. First question: "Do you wear your life jacket?" You should see the look on their faces. Priceless. Second question: "Can you self-rescue yourself?" I can't tell you how many say, "Oh sure." Third question: "How many times have you practiced a self-rescue?" Often the answer is, "I've never done it before." If you paddle alone it's imperative you know how to self-rescue, because you're dead for a long time. You really don't want to be a statistic.

Section IV, Open Water Recommendations. This section deals with non-mandatory but still highly recommended equipment for open water paddling. It is my personal opinion that such paddlers should carry with them, on board, all the equipment that is listed. Talk up safety!

Section V, Other Recommendations. These are also things you can talk about. All good stuff. Really common sense. It is your final chance to invite people to take PE classes, including an AUXPAD class. It also can be a time to directly ask if they would like to join the Auxiliary. Be sure to have written information about the Auxiliary and how to join, whenever you are conducting VSCs.

In order to complete a VSC on a paddlecraft you should know the lingo. Otherwise, how can you communicate with a paddler if you don't have any knowledge about paddling? You have just lost all your credibility, and so has the Coast Guard and Coast Guard Auxiliary.

Also, when doing a VSC, approach the paddler in the correct uniform, which is a VE polo shirt and ODU pants. Just say hi, talk a little about his or her kayak and the gear that they have on. Again, you need to know how to speak "kayak" or "canoe," and know the parts of the paddlecraft, because if you don't, you are not going to get very far with the safety check. Remember: You are the Coast Guard, you are the pro, and you need to come across as the pro.

Finally, it seems that we are having trouble getting the public to enroll in our paddling classes. Think of the Vessel Safety Check as a form of education to the paddler, who probably has not had one minute of training or other instruction. Every time you don't do a Vessel Safety Check on a paddlecraft you are missing an important opportunity to educate a paddler. You might be the one to even save a life with the information you are giving out.

Regarding this, whenever I finish the VSC I present the paddler with a packet of handouts that are available from ANSC. The packet contains the following:

- 3004 If Found Decal
 - 3004A Be Smart, Be Safe Have Fun
 - 3004B Paddle Tip Reflector
 - 3006 Federal Requirements
 - 3020 Decal VHF Emergency Radio Call Procedures
 - 3022 US AIDS to Navigation System
 - 3032 How to Choose the Right Life Jacket
- Your flotilla Materials officer can order all of these materials for you as needed.



Paddlecraft VSCs can be combined with eye-catching PE displays. (Photo by Robert Amiro)

CARBON MONOXIDE—THE SILENT KILLER



**Bob Cusack,
SO-PA Division 4**

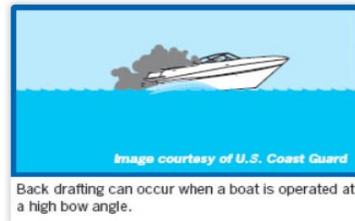
Why not remind boaters about the risk of carbon monoxide (CO) poisoning during National Safe Boating Week?

As more and more boaters use auxiliary generators to power the electrical needs of their boats, or small fossil fueled stoves to heat them in cold weather, incidents of carbon monoxide poisoning have been increasing. CO forms from the incomplete combustion of fuels such as gasoline and diesel. On average about 10 to 12 percent of exhaust gas is CO. It is colorless and odorless—and a killer.

Your first defense against it is to outfit your boat with a carbon monoxide detector, which will set off an alarm when CO is detected. A little over 650 parts per million can be toxic. If you have an engine of any type running and you develop any of the following symptoms—a headache, dizziness, or nausea—consider that CO might be the cause. At the first sign of these symptoms immediately get into fresh air and shutoff the motor. Continued exposure may be fatal.

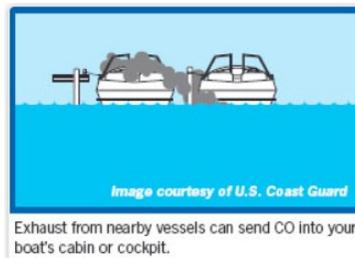
What else should you be on the lookout for? One danger sign, while underway, is the flag on the stern flapping forward instead of aft. This is known as “backdrafting” or “the station wagon effect,” as the forward motion of the boat and its superstructure cause the exhaust to be sucked over the transom and back into the boat. I know, as it happened a few years ago during a flat calm as my crew and I motored off the coast of Maine.

Fortunately, we recognized the symptoms, ventilated the boat by opening as many ports as possible, lowered the dodger and stood up in the cockpit. We kept everyone out of the cabin and in fresh air. All this took care of the problem.



A very serious danger is what is known as “teaking.” Done mostly by kids, teaking is being towed by or on something directly behind the boat and in front of or near the exhaust stream. Other dangers include having ventilators close to exhaust ports, having exhaust ports under swim platforms, and enclosing your boat if it is not designed to be enclosed.

Close examination of your boat, to identify where exhaust ports are in relation to openings, where CO can enter, is absolutely critical to the safety on all aboard. Keep in mind too that CO poisoning can occur when alongside or docked next to boats with their engines running.



To sum up, recognizing CO symptoms, shutting off the source of the CO, and getting affected persons into fresh air are how to handle this type of emergency. Afterwards you can remedy problem areas by making physical changes in your boat. Such alternations are best done by a professional.

Stay safe!



ENGINE CUTOFF SWITCH REQUIREMENT AND 5-YEAR VESSEL DOCUMENTATION INCLUDED IN PASSAGE OF COAST GUARD AUTHORIZATION ACT

EDITOR'S NOTE: The following Press Release, from Boat Owners Association of the United States (BoatUS), contains information that should be of interest to Auxiliaries conducting Public Education classes, Vessel Safety Checks, and Program Visits, and otherwise interacting with the boating public. It is reprinted here with the express permission of BoatUS.



Cutoff switches for boats under 26 feet were included in the U.S. Coast Guard's Authorization. (Photo by BoatUS)

SPRINGFIELD, Va., December 4, 2018 – Each year Congress authorizes the budget and overall spending level for the U.S. Coast Guard, which can have a direct effect on recreational boaters. Boat Owners Association of The United States (BoatUS) applauds today's passage of The Frank Lobiondo Coast Guard Authorization of Act of 2018, which offers new safety and consumer-friendly benefits for boaters, anglers and sailors.

Included in the reauthorization is a provision requiring "manufacturers, distributors and dealers" to install engine cutoff switches on new boats "less than 26 feet overall in length and capable of developing 115 pounds or more of static thrust." The engine cutoff switch provision "includes, but is not limited to, inboard engines, outboard motors and sterndrive engines." Switches also need to meet American Boat and Yacht Council Standards.

For those who document their vessel with the U.S. Coast Guard National Vessel Documentation Center, the length of time the certificate will be valid increases from one to five years, easing a boater's paperwork burden.

"Cutoff switches save lives," said BoatUS Manager of Government Affairs David Kennedy. "And making recreational vessel documentation renewal easier by now requiring it only once every five years is a consumer-friendly move. We thank the leadership of Sen. John Thune, Sen. Bill Nelson, Rep. Bill Shuster and Rep. Peter DeFazio for their efforts in securing this vital reauthorization."



APRIL 6 GPS ROLLOVER EVENT



John Collins,
SO-PE Division 4



GPS satellite. (U.S. Department of Energy file photo)

In the course of interacting with boaters during National Safe Boating Week, it is possible that AUX members will hear about “issues” with onboard or handheld GPS receivers.

Be advised that earlier this month, on April 6, a scheduled GPS “rollover event” occurred that had the potential of affecting older GPS receivers or equipment without firmware or software updates. Airline delays and cancellations, as reported in recent news stories, are directly related to problems caused by the rollover event.

Here’s what is going on. The GPS satellite constellation transmits the exact time to all GPS receivers. The format for this information includes a parameter that represents the week, called the “GPS week number.” It has been counting incrementally by 1 since January 5, 1980 and is an integral part of the navigation message received by all GPS receivers. When the week number reached 1024 at 18 seconds before midnight (UTC), April 6, it was reset to zero as it kept counting. This was planned and has happened once before, in August 1999.

Older GPS receivers, or receivers that have not been provided with manufacturer updates, may be impacted by the rollover. The impact might occur in April, or it could affect such equipment at some later point. On these receivers the date might revert back to August 1999 or even another date. However, since this issue does not affect the other parts of the GPS navigation message (it only affects the date), the receiver’s ability to calculate position and to display the exact time of day should not be impacted.

If you are using a relatively recently made piece of GPS equipment, it likely has been designed to handle this rollover event. If you regularly update your equipment’s software/firmware with manufacturer updates, it likely has been prepared to handle it as well. But if you are unsure, check with your manufacturer. If the equipment was built to the following published specification, it will handle the rollover without any problem: [Global Positioning Systems Directorate Systems Engineering and Integration Interface Specification, IS-GPS-200.](#)

If, however, your receiver shows symptoms similar to those described, it is recommended that you contact the equipment manufacturer for further assistance.

Additional information about GPS and the GPS Week Number Rollover can be found at:

GPS.gov

[Department of Homeland Security Memorandum for U.S. Owners and Operators Using GPS to Obtain UTC Time](#)

Civil GPS users are also encouraged to report disruptions or anomalies to the [U.S. Coast Guard Navigation Center](#) or via phone at 703-313-5900, 24 hours a day.

WHY WE WEAR THE U.S. COAST GUARD UNIFORM



Marshall A. Ronco,
DDC-Prevention

Author's Note: This article is the first in a series of articles about the U.S. Coast Guard uniform and the role that it plays within the Auxiliary.

In this article we'll explore the definition of "uniforms," a number of reasons for their creation, some history behind the Coast Guard uniform, and finally the honor bestowed upon us, as Auxiliarists, in being allowed to wear that uniform.

"Uniforms." The term "uniforms" simply means set standard clothing worn by members of a particular organization. Examples include members of the military armed forces, law enforcement and emergency services.

Reasons for uniforms. There are many reasons for uniforms. The six most prominent reasons are:

1. Uniforms of an organization give all members a sense of belonging.
2. Uniforms provide a sense of equality, solidarity, and mutual support for one another. Uniforms bring everyone together on the same platform, no matter where they come from.
3. Uniforms are very important in fostering personal as well as organizational growth.
4. Uniforms help members be recognizable, distinguishing them for the service they provide.
5. Uniforms can also instill a sense of pride in the service that they represent.
6. Uniforms play an important role in differentiating one organization or service from other. In times of war or conflict, differences in uniforms is part of the universal laws of engagement.

In many organizations, such as within the military and government agencies, uniform wear is mandatory. In this type of atmosphere discipline and pride

are emphasized. As a result, members soon become a cohesive part of the team in wearing their uniforms with the pride, honor and distinction that was intended.

History of uniforms. As early as 200 BCE Spanish warriors used a form of uniforms. In the Roman era soldiers also wore uniforms. History records that kings who had their own armies clothed soldiers in distinctive uniforms.

In the U.S. military, uniforms date back to 1779, when General George Washington wore a blue coat, a white waistcoat, and breeches. The blue uniform was in stark contrast to the prominent red uniform of the British Army. The color blue has remained an integral part of the American military uniform, in one form or another, up to the present time. This includes the Coast Guard.



U.S. Army Civil War uniforms. (From U.S. Army officer training materials)



U.S. Navy World War 1 uniforms. (From twcenter.net)



WHY WE WEAR THE U.S. COAST GUARD UNIFORM, cont'd

The Coast Guard uniform. The Coast Guard traces its origins to 1790, when the “Revenue Cutter Service” was created by an act of Congress. There was little cohesiveness in uniforms. Many men wore clothing from the Navy or chose items simply out of convenience for life on a ship.

Shortly after the Coast Guard was formally established in 1915, uniforms became more and more standardized. In the 1940s the biggest uniform policy change occurred. The Coast Guard officially adopted Navy uniform standards and there was little distinction between the two uniforms. During World War II, however, uniform supplies were limited and Coast Guard Reservists and Auxiliarists based on shore often had little more than a coat and hat.

In 1967 the Coast Guard experienced a transfer within the federal government and broke away from the near total likeness to Navy uniforms. Modern Coast Guard uniforms took on a whole new look, embracing colors, designs and functionality suitable to the current service.



Current Coast Guard Tropical Blue uniform. (Department of Defense photograph)

The Coast Guard Auxiliary uniform. The Auxiliary uniform also has progressed over the years, following in step with the Active Duty uniform. Our uniform today is essentially the exact same—except for variations of color (Auxiliary silver, Active Duty gold) in our buttons, sleeve striping, devices, etc. Laypersons and the public often do not notice these differences.

Our responsibility in wearing the uniform correctly. The Coast Guard Auxiliary uniform rightly has become a symbol of great pride to the men and women who serve in our organization. We need to realize that the Coast Guard has bestowed on us a great honor and privilege in wearing their uniform. With this also comes great responsibility. Wearing the uniform must be done correctly, proudly and with all the needed attention to detail.

A paragraph contained in COMO Grossimon’s “Commodore’s Message,” on Page 5, bears repeating here:

Practice proper uniform wear. Ask a shipmate to look you over and make sure everything is correct. Do not be afraid to politely and quietly correct a shipmate who is not in proper uniform. If you yourself need training, ask. If you have questions, ask. Be proactive about looking good.

Also, see the following article, concerning formation of a District 1 Northern Region Uniform Team. Team members will be available to answer any and all questions about correct uniform wear. No doubt they will become a very valuable asset in the district as time goes by.

In an article in the next issue of *Nor'Easter* I will explore current Auxiliary uniform styles and options, with emphasis on setting them up and wearing them correctly. In the meantime, my final thought is that “Wearing the Coast Guard uniform is indeed a privilege.” It is a privilege that can be taken away. Therefore it is incumbent on all of us to always follow the rules and regulations laid out in the Auxiliary Manual, Chapter 10. Our mission is to always wear the uniform proudly and correctly!

Semper Paratus.



DISTRICT 1 NORTHERN REGION UNIFORM TEAM

EDITOR'S NOTE: The Uniform Team is still recruiting members. If interested, send an email to UniformTeam@usa.com.

Do you have questions regarding the proper wear of an Auxiliary uniform? Not sure what order your ribbons should be worn? Can't find a definitive answer or have received conflicting answers to your questions? Ask the D1NR Uniform Team! We are here to help you answer all of your uniform questions. Contact us with your questions at: UniformTeam@usa.com



Act NOW! Send a waist-up photo of you in uniform for a [virtual uniform inspection](#) and enter to win the D1NR Uniform Team Raffle. One entry per Auxiliary member. Drawing to be held during the next District Change of Watch.

WIN! WIN! WIN!



THE HEALTH BENEFITS OF EXERCISE



The Health Benefits of Exercise

Rashid Ashraf, ADSO-DV, AUXFIT Assistant Team Leader

Author's Note: This is the third of our AUXFIT series on exercise science to assist Auxiliarists in developing their own fitness programs.

"Sitting" is the New "Smoking" Health Issue

You have probably heard the phrase that "sitting is the new smoking." Unfortunately, our sedentary lifestyle has led to unforeseen health outcomes. Doctors believe that *not* exercising is worse for your health than smoking, diabetes or heart disease.

Contemporary research in both medicine and exercise science is repeatedly showing an intrinsic link between disease and lack of physical exercise. One study after another is showing a connection to almost every type of health condition from heart disease to diabetes. The impact of exercise is so powerful that most doctors now recognize that regular exercise is essential in maintaining health as well as helping treat a number of health issues.

A recent study by Cleveland Clinic, comparing those with a sedentary lifestyle to those who



THE HEALTH BENEFITS OF EXERCISE, cont'd

exercise regularly, found the risk of premature death was 390% higher and 500% higher when compared to those in top physical condition. Exercise matters.

Recent research is showing that strength training, as well as aerobic exercise, has many health benefits. In the previous articles in our series on exercise, we looked at how strength training is essential to weight maintenance and how it can help slow down or even reverse the aging process in our bodies. In this article, we will focus on research on strength training and aerobic exercise and its effect on a number of common health conditions. As research in this area continues, the list of ailments that exercise helps either cure or alleviate increases. The following are just some of the major health issues that research has found exercise has had positive effects on.



Cardiovascular Health

We all know that aerobic exercise is good for heart health and strength training is good for maintaining muscle mass and bone density. However, did you know that strength training even with no aerobic exercise could strengthen your heart? Researchers now suggest adding strength training to a routine of cardio workout to protect your heart.

Fortunately, for those of us with a busy lifestyle, it does not take much exercise to reap major health benefits. A recent study by Iowa State University published in *Medicine and Science in Sports and Exercise* has shown that strength training for one hour, once a week significantly reduces the risk of a heart attack or a stroke by 40 to 70 percent. Three areas that exercise has an impact on cardiovascular health are resting blood pressure, blood lipid profiles and vascular condition. We will look at these in detail.



Resting Blood Pressure (Hypertension)

Approximately 35% of American adults suffer from hypertension. High blood pressure caused by hypertension puts additional strain on the heart and blood vessels, which increases the risk of heart attack or stroke. It can also cause heart and kidney disease and some forms of dementia.

Various conditions can cause hypertension, including obesity, diabetes, stress and chronic alcohol consumption, insufficient intake of minerals, and lack of physical activity. The good news for those suffering from hypertension is that research has shown that several weeks of standard and circuit-style strength training can significantly reduce resting blood pressure.

Adding strength training to a routine of cardiovascular exercise has shown significant benefits in lowering blood pressure more than just cardio alone. Resistance training contributes to

THE HEALTH BENEFITS OF EXERCISE, cont'd

weight loss, which in turn helps lower blood pressure. See the AUXFIT article "Weight Management and Strength Training" (2018 Q3 *Nor'Easter*) for more information on how strength training aids in weight loss.

Blood Lipids (Cholesterol)

Cholesterol is the fat-like substance found in all cells of the body. The body uses cholesterol to make hormones, vitamin D and substances to help digest food. Your body naturally produces all the cholesterol it needs. However, an improper diet and other factors can lead to too much "bad" cholesterol in the blood, which can form plaque, sticking to the walls of arteries and leading to coronary artery disease where arteries are restricted or blocked.

Undesirable blood cholesterol affects approximately 45% of Americans. One of the causes of this is the lack of physical activity, including lots of sitting with little exercise. This results in a lower HDL (high-density lipoprotein) cholesterol otherwise known as the "good" cholesterol. The American College of Sports Medicine has reported that strength training is associated with increases of 8 to 21 percent in HDL.

In addition, unhealthy eating habits such as eating lots of food with saturated and trans fats raise LDL (low-density lipoprotein), the "bad" cholesterol. Research has shown that strength training can result in a 13 to 23 percent reduction in LDL levels as well as an 11 to 18 percent reduction in triglyceride levels. Both contribute to the buildup of plaque. Changing one's diet along with introducing exercise, including strength training, will help correct cholesterol imbalances.

Vascular Condition

Vascular condition refers to the ability of arteries to supply blood flow, which directly affects blood pressure. Some studies have shown that resistance exercise enhances vascular conductance, while other studies show no effect. Importantly, however, studies have shown that resistance training has had

positive effects in post-coronary patients. While further studies are needed in this area, experts agree that a regime of aerobic and resistance training is beneficial to cardiac patients.



Type 2 Diabetes

Today's sedentary lifestyle, along with a diet of processed food high in sugar and trans fat, is creating the obesity epidemic facing our society. The CDC estimates that in 2016 approximately 40 percent of American adults and 18.5 percent of children and adolescents are obese and those percentages are going up each year.

The impact on an individual's health is substantial. Obesity-related conditions include heart disease, stroke, cancer and Type 2 diabetes. Adding to this the fact that as one gets older the body experiences a decline in insulin sensitivity, furthering the risk of diabetes. Regular exercise can help offset or reverse this condition. Studies have shown that exercise reduces abdominal fat (as well as other accumulated body fat), which is particularly critical for diabetes prevention. It is important as insulin resistance is associated with abdominal fat accumulation. Research has shown that resistance training results in a greater glucose tolerance in adults with Type 2 diabetes. Resistance training programs incorporating more intense workouts appear more effective than those with lower-intensity exercise do. However, before one embarks on any exercise program,

THE HEALTH BENEFITS OF EXERCISE, cont'd

particularly those with health conditions, do seek the advice of medical professionals.

Arthritis

Arthritis is associated with muscle loss and fat gain. Approximately 60 million Americans will have some form of arthritis, an increase of 40% over the last 20 years. Osteoarthritis, the most common form of arthritis, with 95% of the cases, is a degeneration of cartilage that covers the bones where they form joints and the bone that lies below that cartilage, which acts as a shock absorber. Rheumatoid arthritis, accounting for 5% of arthritic cases, is an inflammatory, autoimmune disorder, which also results in muscle loss and weight gain. Fibromyalgia, an associated condition which is experienced by up to 3% of the population (mostly women), is less understood but no less debilitating. All result in pain, weakness, and dysfunction of the body.

The good news is that recent research is finding that guided, sensible resistance training can be an effective intervention to relieve pain, improve muscle strength, balance and overall health. Always consult with your doctor before beginning any new exercise program to make sure the exercises you incorporate do not cause further damage to your joints.



Bone Mineral Density

Approximately 10 million American adults (including 8 million women) have osteoporosis. Another roughly 35 million have osteopenia, the loss of bone mass as one ages, a precursor to osteoporosis. Americans' sedentary life style is a major factor in leading to this condition. Lack of physical exercise, especially strength training, results in loss of not only lean muscle but bone density. Our bodies were meant to be active, or they literally waste away. Adults over 50 can experience a loss of muscle mass of almost 10% per decade and bone loss of as much as 30% per decade. This is a slow process and most of us do not realize it until the onset of symptoms present themselves. Muscle mass is associated with bone mineral density. As muscle mass is lost, so is bone density.

The good news is that the reverse is true. An increase in muscle mass results in an increase in bone mineral density. Studies have found that resistance training can halt the process of osteopenia and can even result in an increase in bone density of up to 3%. It is important to train both upper and lower body with resistance training. Exercising only one area such as lower body by running is not sufficient. Runners have strong bone density in their legs but not in their upper body, because running only puts pressure on the legs. Adding a comprehensive weight resistance-training program will provide the necessary strengthening of the bones in the upper body.

Low Back Pain

Approximately 80 percent of American adults experience low back pain at some point in their lives. It is the most common cause of job-related disability and most common cause of missed workdays. More than 25 percent of adults have reported experiencing low back pain in the past three months. Sedentary lifestyle, that is, lack of physical exercise, is a major factor in the cause of low back pain. Proper exercise can strengthen core muscle groups that support the lower back as well

THE HEALTH BENEFITS OF EXERCISE, cont'd



as improve mobility, flexibility and posture, which all help to relieve lower back pain. Care must be taken as to what strength exercises are performed, to not aggravate the condition. Traditional sit-ups or crunches place too much strain on the lower spine, which can lead to a herniated disk. Planks are a no impact core exercise recommended for core strengthening.

Depression and Mental Health

Depression affects more than 300 million people worldwide. The condition is associated with an increased risk of cardiovascular disease, Alzheimer's, type 2 diabetes and death. People with major depression are approximately 30% less healthy than those that are not. That translates into a loss of 10 years of life expectancy. Since 2013, in a report by Blue Cross Blue Shield, major depression diagnoses have increased by 33% with bigger increases among adolescents and millennials. Depression is the second biggest impact on overall health of Americans following hypertension. The report studied numerous clinical trials that found strength training, as well as aerobic exercise was associated with significant reduction in symptoms of depression especially among those with a mild or moderate condition.



Cognitive Ability

Recent research has shown that combining resistance training with endurance training is more effective than aerobic exercise alone for improving cognitive function in older adults. The increased oxygen pumped to the brain through exercise helps stimulate brain plasticity with the growth of new neuronal connections between cells in the cortical areas of the brain. Exercise also increases the creation of mitochondria, cellular structures that generate and maintain energy, furthering brain function (see "Reversing Aging through Exercise" 2019 Q1 *Nor'Easter* for more information on mitochondria). The net effect is a healthier brain. Self-esteem improved in all age groups in one study, including cancer patients and those in cardiac rehabilitation. Adults and older adults have shown improvements in self-concept, total mood disturbance, depression, fatigue, positive engagement, revitalization, tranquility and tension.

Conclusion

Our physical bodies, including our brains, need strenuous physical exercise in order to maintain good health. As a species, we have evolved to be

THE HEALTH BENEFITS OF EXERCISE, cont'd

physically and mentally active. Many of the health problems our society faces today are a result of a sedentary lifestyle. The good news is that research is showing these ill effects are reversible through aerobic and resistance strength training. Before you start any new exercise program, discuss this with your doctor to make sure there are not any special conditions that might affect you.

Author's Note: All photos in this article are courtesy of pixabay.com and pexels.com.

Acknowledgements

Special acknowledgement: Many thanks to AUXFIT advisor Dr. Wayne Westcott for use of his research materials.

For more information on Dr. Wayne Westcott's research, visit:
<https://quincycollege.edu/program/exercise-sciencepersonal-training>

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Health Benefits from Regular Physical Activity

Participating in regular physical activity provides many health benefits, as summarized below. Reducing risk of some of these conditions may require years of participation in regular physical activity. Other benefits, such as increased heart and lung—or cardiorespiratory—fitness, may require only a few weeks or months of participation.

Strong Evidence for Health Benefits

- **Lower risk of:**
 - Early death
 - Coronary heart disease
 - Stroke
 - High blood pressure
 - High cholesterol or triglycerides
 - Type 2 diabetes
 - Metabolic syndrome
 - Colon cancer
 - Breast cancer
- Prevention of weight gain
- Weight loss, particularly when combined with reduced calorie intake
- Improved cardiorespiratory (aerobic) fitness and muscular strength
- Prevention of falls
- Reduced depression



Centers for Disease Control

2019 NEW ENGLAND BOAT SHOW



Jim Healy, ASC SBOS

The New England Boat Show, February 9-17, was attended by 51,750 people, a show record. Held yearly at the Boston Convention and Exposition Center, it is the largest indoor boat show in the Northeast. The National Marine Manufacturers Association, organizers of the show, donated a 20x50 foot space to the Coast Guard Auxiliary for a Safe Boating display. Forty-five Auxiliarists and forty-four Sector Boston personnel volunteered to staff the display during the week. Together, they were on duty for all 76 hours of the show.

One of the primary purposes of the display, in addition to answering questions and handing out boating safety literature, was to advertise Auxiliary Public Education classes. Boaters interested in a PE class were directed to a class near their hometown. Boaters were also encouraged to wear PFDs when underway and to sign up for a Vessel Safety Check. They further had the opportunity to ask about careers in the Coast Guard.

Bob Amiro and the Paddle Craft Team brought Coastie to the show, a big hit with children and parents. Coast Guard Station Boston brought in a 29 foot RBS on a trailer. The boat was open to the public throughout the show. The show provided a very good opportunity to introduce the Coast Guard Auxiliary to the boating public. We received contact information from several people interested in joining the Auxiliary.

Finally, the New England Boat Show serves as an excellent example of the Silver Side and the Gold Side working together to promote safe boating.



Auxiliarists set up the Safe Boating display at the Boat Show. (Photo by Jim Healy)



As always, Coastie was a hit at the boat show. (Photo by Jim Healy)



Helping out during the weeklong event were (left to right) Jane Eastman, Charles River Flotilla; Kim Shaw, Old Colony Flotilla; Hanna Bernasconi, Satuit Flotilla; and Travis MacDonald, Charles River Flotilla. (Photo by Jim Healy)



PARADES AND COLOR GUARD PRESENTATIONS



Kevin Ritchie,
VDCR 12
Color Guard CDR
Division 12

Team Coast Guard Scituate and South Boston St. Patrick's Day Parades. On Sunday, March 17, Auxiliarists from First District Northern Region and Active Duty members from both Station Point Allerton and Station Boston joined together to march in two St. Patrick's Day Parades, the Scituate and South Boston parades. This was the second year in a row the Scituate parade organizer requested Team Coast Guard to lead the parade, the second largest in Massachusetts. Eighty organizations lined up behind the Team at the Gates School in Scituate. At precisely 1 p.m. Team Coast Guard, which included a drummer from the Coast Guard Pipe Band, was given the signal to step off and start the parade. Auxiliarists and Active Duty members from Station Point Allerton marched together under bright blue skies and a light breeze in front of thousands gathered along the parade route. Later in the day, Auxiliarist joined members from Station Boston for the South Boston St. Patrick's Day Parade. This is the largest parade each year in all of New England. It was also heavily attended by spectators, and Team members were even seen regionally as the parade was televised on New England Cable News. Team Coast Guard members look forward to continuing this tradition of fellowship and celebrating their Irish heritage in the years to come.

Auxiliarist participating in the St. Patrick's Day Parades included COMO Grossimon, Dave McClure, Craig Hall, Bob Brack, Matt Mulvey, Lorelle Mulvey, Steve Bogiages, James Fitzgerald and Kevin Ritchie.

EDITOR'S NOTE: In the next issue of *Nor'Easter* VDCR Ritchie promises a background article about Team Coast Guard Color Guard, including its history, composition, practice regimen, and memorable experiences that the Team has had.



Assembling to lead the Scituate parade are (left to right) Craig Hall, Lorelle Mulvey, Matt Mulvey, Bob Brack, SN Brian Keegan, Kevin Ritchie, Steve Bogiages, FN Rafael Battista, BM3 Paul Martinez, BM3 Daniel Nepper, BM1 Christopher Pitteralli, and Dave McClure. (Photo by Jean Ritchie)



Team Coast Guard Color Guard leads the Scituate parade. Pictured (left to right) are Kevin Ritchie, BM1 Christopher Pitteralli, BM3 Raul Martinez, BM3 Daniel Knepper, and FN Rafael Battista. (Photo by Jean Ritchie)



COMO Grossimon stands with Active Duty Station Boston personnel, at the Boston parade. (Photo courtesy of COMO Grossimon)



PARADES AND COLOR GUARD PRESENTATIONS, *cont'd*



Presentation of Colors at the April 1 Boston Celtics-Chicago Bulls game. The Team Coast Guard Color Team also presented the Colors for the singing of the National Anthem, prior to the start of the Boston Celtics-Chicago Bulls game at TD Garden, Boston, on April 1. The Team looks forward to future presentations during the upcoming playoff season.

Pictured (left to right) are Kevin Ritchie, SK2 Mariah L. Kingsberry, SK1 Brian Jackson, SK3 Ian Villagomez, and Senior Chief Chip Melleby. (Photo by Lauren Suraci)

GOT PICTURES FOR DISTRICT OR NATIONAL PUBLICATION?

The Publications Production Team always welcomes photographs for inclusion in *Nor'Easter*. Suitable subjects include but are not limited to the following:

- Fellowship
- Marine Safety
- Member Services
- Operations
- Public Affairs
- Public Education
- Team Coast Guard (working alongside the Active Duty or Reserve)
- Vessel Examinations

With any photograph, be sure to include a written statement describing what is taking place, where and when it happened, the names, positions and units of individuals, etc. All Auxiliarists must be in proper uniform for the occasion—no exceptions.

As *Nor'Easter* is a digital publication, smart phone photographs are acceptable and file size is not critical although medium size files are generally preferred. The Team is able to resize photos downward for purposes of publication. Contact any member of the Production Team, or your flotilla or division PA or PB Officer, for assistance if needed.

The Auxiliary National Public Affairs Directorate also wants your high quality, story-telling photographs. For submission to *Navigator* or *Navigator Express*, there are however additional requirements and restrictions. Carefully review the Public Affairs Directory website for details. REMEMBER: Include a proper caption, indicate credit to be given, and be sure to use a VIRIN number as outlined in the PA Guidebook to avoid rejection or, at minimum, publication delay. Submit photographs in jpeg format only, with a file size of at least five megapixels, and not cropped or otherwise post-processed in any manner (e.g., Photoshopped). Do not embed photographs in text or an article that will accompany a photograph. Instead, send them as email attachments—but limited to one photograph per attachment. All Auxiliarists shown in photographs must be in proper uniform for the occasion, as a requirement for publication.

**FIRST DISTRICT NORTHERN REGION HISTORIAN
JANICE KOLESZAR**

Janice Koleszar, Providence Flotilla, has begun serving as First District Northern Region Historian.

A librarian, teacher and paralegal by background, Auxiliarist Koleszar is ideally suitable for the position. Most recently, she has been working at the Cape Office, beginning the process of going through, examining and reorganizing the wealth of information and materials located there.

She is also asking for the following:

- Copies of recent Change of Watch programs.
- Copies of special awards to members (a summary of details and a picture if possible would be appreciated).
- Pictures of special events, along with details.
- Newspaper write ups of special events.
- Documentation about our early history from members.
- References about our history in books and other published materials.

If you have such materials, or you are interested in helping with this mission, please contact Ms. Koleszar using information in AUXOFFICER.

FIRST DISTRICT NORTHERN REGION 2019 NSBW COMMITTEE

Still have questions about National Safe Boating Week? Need last minute help? This year's NSBW Committee members are:

Ray Julian	Chair
Jim Maxner	ASC-SNNE
Jim Healy	ASC-SBOS
Dennis Jaques	ASC-SSENE West
Chris Kenely	ASC-SSENE East
Duane Minton	DCAPT-SNNE
Steve McCann	DCAPT-SBOS
David McClure	DCAPT-SSENE
Marshall Ronco	DDC-P
Robert Amiro	DSO-VE
Kathlene Ruhan	DSO-PA
Wes Baden	DSO-PB



PUBLISHING INFORMATION

Nor'Easter is published quarterly by U.S. Coast Guard Auxiliary, First District Northern Region. The *NorEaster* Production Team, consisting of the Editor and sector ADSO-PBs, welcomes submission of content including upcoming events, missions, and member training opportunities. Submissions are reviewed by the Editor and Production Team and approved by the District Commodore or designee.

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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 2019."

First District Northern Region 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 its coasts, on international waters, or in any maritime region as required, and to support national security in a non-military role and non-direct law enforcement role.

CALENDAR OF EVENTS 2019

28 April	District Awards Banquet	1300	Salvatore's, Lawrence, Mass.
18-24 May	National Safe Boating Week		

See the district website for additional details, other events, and updates.

This issue of *Nor'Easter* received clearance on 16 April 2019.

