



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



# ***Nor'Easter***

**First District Northern Region**  
**Maine, New Hampshire, Massachusetts, and Rhode Island**  
**FALL 2020**

## **SUPPORTING AIR STATION CAPE COD**



## UNITED STATES COAST GUARD

District Commander  
RDML Thomas G. Allan, Jr.

Chief of Prevention  
CAPT Richard Schultz

Director of Auxiliary District 1NR  
CDR Christina D. Sullivan

Operations Training Officer  
BOSN 2 Elijah Reynolds

## U.S. COAST GUARD AUXILIARY

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COMO Charles B. Grossimon

District Chief of Staff  
Byron A. Moe, Jr.

Immediate Past District Commodore  
COMO Philip J. Kubat

District Captain North  
John W. Hume

District Captain Boston  
Glen Alan Gayton

District Captain South  
David G. McClure

## Auxiliary Sector Coordinators

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James Malcolm Maxner

ASC Sector Boston  
James B. Healy

ASC Sector Southern New England (West)  
Dennis F. Jacques

ASC Sector Southern New England (East)  
Jeffrey D. Thomas

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Prevention  
Patrick J. Cunniff, Sr., DDC-P

Response  
COMO Ronald W. Booth, DDC-R

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Division 3	James S. Crocker
Division 4	John Alan Flanagan
Division 5	Irwin M. Cohen
Division 6	Arnold Mark Geller
Division 7	Marcus Paul Mitchell
Division 9	Charles Irvin Motes, Jr.
Division 10	Mary Bentley
Division 11	Dennis Ray Bunnell
Division 12	Kevin P. Ritchie

## District Staff Officers

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Donald B. Ladd, Jr.	DSO-MT
Frank J. Larkin	DSO-NS
Lance John McNally	DSO-PE
Raymond C. Julian	DSO-PV
Robert Harold Amiro	DSO-VE

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David Ernest Clinton	DSO-CM
Joseph J. Hogan	DSO-OP

### Logistics Department

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Carolyn E. McClure	DSO-FS
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Laurel J. Carlson	DSO-IS
Stephen C. McCann	DSO-PA
Wesley M. Baden	DSO-PB
Allen R. Padwa	DSO-SR
Richard Bruce Brady	DSO-DV
Jason Oliveira	DSO-AS

### Report to Commodore

Normand R. Choquette	DSO-FN
Gary A. Gordon	DSO-IM
COMO Joseph A. Gordon	DSO-LP
COMO Carolyn V. Belmore	DSO-SLO
Steve J. Kokkins	DFSO-Flight Safety Officer

### District Administrative Assistant and Aides

COMO Carolyn V. Belmore	D-AA
Paul T. McShane	D-AD-Hotels
Aaron A. Ledger	D-AD-Meeting Setup
Richard A. Young, Jr.	D-AD-Meeting Setup
Carolyn E. McClure	D-AD-Conference Coordinator

## Past Division Commanders Association

Dennis M. DeGabriele	President
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## FROM THE EDITOR'S DESK:

It's been an honor and a pleasure to serve as DSO-PB and Editor of *Nor'Easter* these past two years, putting out eight quarterly issues during that time. I could not have done it without the help of Publications Officers throughout the district, especially my ADSO-PBs, and a large number of members who contributed many print-worthy articles and photographs. Thank you, one and all.

The stand down has presented many challenges for the district. At all levels, regular in-person training came to a complete halt. Nonetheless, creative solutions were and still are being found, as illustrated in this issue's article about SNNE V-Train. The good news, of course, is that vaccinations to protect against coronavirus have begun, and it looks like we may be able to resume all our normal duties sometime in the spring. In light of this, the first of a series of articles about towing, also in this issue, is very worthwhile reading. So too is an article about proper uniform wear, specifically the choices that exist with regard to ribbons, as we are going to be in uniform and out in the public and serving with active duty personnel again. This issue's AUXFIT article, as others have in the past, provides invaluable information and advice about physical and mental fitness and being mission ready at all times.

And what to aim for in 2021? Reportable hours are down this year, significantly so. But do take a look at the hours that district members contributed in the process of receiving First District Northern Region 2019 Awards, as detailed at the end of this issue. Shipmates who received awards for service in 2019 are excellent role models and should inspire all of us to redouble our efforts in the coming year.

Wes Baden, DSO-PB

Leslie Schwartz, ADSO-PB SNNE  
Richard Keating, ADSO-PB SBOS  
Thomas Broderick, ADSO-PB SSNE

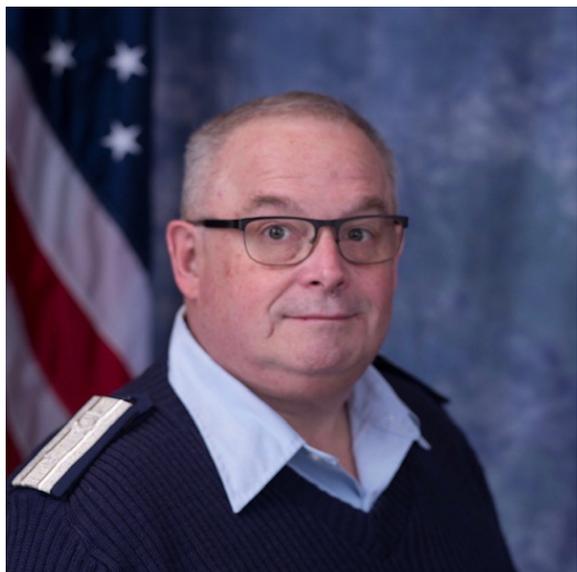
## ON THE COVER:

Fifty-nine DINR have received the Coast Guard Meritorious Team Commendation, for their support of Air Station Cape Cod. Details on Page 4. (Photo Kathlene Ruhan, AUX-PA3)

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This is my last note to you as District Commodore. It's been a wild ride. Right out of the starting blocks, we had a Government shutdown that caused us to cancel D-Train. And of course 2020 has been very challenging, for reasons that you know only too well.

But we must be doing a good job of protecting ourselves, because, for the most part, we have stayed well.

Fifteen or so years ago, the idea of becoming District Commodore was the furthest thing from my mind. I would have laughed at you if you even suggested it. One of the biggest takeaways from this experience is that the sky is the limit for anyone who sets their mind to obtaining their dreams. Whenever I have the opportunity to visit leadership classes, I always stress this point. No one should talk anyone out of their dreams. Dare to dream, and always ignore those who try to steer you away from it.

I've had the opportunity to get to know some of our district members whom I previously hadn't, and I know we have very wonderful people out there. I also have had the opportunity to work with excellent district commodores from around the country.

I've seen that many, many of our district members give up incredible amounts of their time and talent to serve not only the Coast Guard, the boating public and our nation, but they work very hard to serve their shipmates as well.

When we perform our work, we are either serving our boaters and Coast Guard directly, or we are serving those who serve them. We all have equally important roles to play in the Auxiliary. There's a place for all of us.

I truly mean it when I say it was honor to serve with and for our shipmates. I am proud to have served as your District Commodore, and I always will be proud to stand with you.

Semper Paratus.

**Charlie Grossimon**  
**District Commodore**

# DISTRICT CHIEF OF STAFF'S MESSAGE



I want to wish everyone a safe, healthy, and Happy Holiday season. I hope this issue finds you safe and well.

This is my final Message as your DCOS, and I look forward to the next two years and working on the reconstitution of all our activities. The last two years certainly have been quite a challenge. They have been unique in many ways, from the government shutdown in 2019 to the COVID pandemic that we are still in. I very much look forward to working with David as we come out of the stand down, as it appears vaccines are beginning to ship and the Auxiliary is on the list for early rounds of inoculations.

I also want to thank everyone for your support and patience. We have many challenges ahead, and together we will overcome and succeed. Also, our new team at the DIRAUX office is determined to assist in getting us back in the game. They are phenomenal and I look forward to working with them too.

Finally, I want to mention the importance of stepping up to leadership roles. This is critical to everyone having a great Auxiliary experience. Think about helping out if and where you can. It may seem daunting, but we have training and help ... you are not alone! The benefits you receive are far greater than the effort made. You get more out of anything by putting more into it. Being a FSO, VFC, or FC is a great experience and expands your knowledge base and sphere of activities. Moving up to division and district positions gives even more opportunities and experiences you can get nowhere else. Think about it, and if you have questions, reach out to leadership.

Thank you for the opportunity to serve you. Know that I will be working hard to get us back doing all our activities as soon as possible.

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

## **AUXILIARISTS RECEIVE COMMENDATION, HONORARY CHIEF APPOINTED**

In a special ceremony, December 12, at Air Station Cape Cod, the United States Coast Guard honored 59 D1NR Auxiliarists with the Coast Guard Meritorious Team Commendation. The Auxiliarists are members of the Coast Guard Auxiliary Air Drop Training Support Team and worked with Air Station Cape Cod's HC-144 pilots and crew from June 1, 2018 through October 31, 2019.

Attending the ceremony, representing recipients, were David McClure, DCAPT SSNE, Jeff Thomas, ASC SSNE (East), Dennis Bunnell, DCDR 11, Robert Joseph, SO-OP 11, and Russ Gasdia, FC, Woods Hole Flotilla.

Receiving the Meritorious Team Commendation Award are:

### Westport Flotilla

Thomas M. Chamberlin  
Norman W. Hansen  
Colin F. Mackinnon  
Anthony M. Ruggiero

Samantha D. Szala  
William C. Thayer  
Joyce E. Turnbull  
Carol D. Wilkinson

### New Bedford Flotilla

Paul Castellucci  
Manuel B. Claudio  
Sean J. Crook  
Steven Crook  
Victor D. Fillippi  
Melissa A. Fox  
Craig E. Guenette  
Marjorie G. Joseph

Robert M. Joseph  
Robert Lincoln  
Christopher Marcotte  
Louise D. Medeiros  
David Mitchell  
Jayne Morrison  
Gregory Weider  
Paul A. Wesoly

### Cape Cod Flotilla

Larry G. Ballantine  
Clinton R. Cave  
Peter Debakker  
James F. Forren  
Lisa A. Goodwin  
Elizabeth Hager  
Michael D. Hays  
Robert S. Heppe

Christopher J. Kenely  
Edward J. McDonald Jr.  
Kathlene A. Ruhan  
Michael J. Sekerak  
Cornelia Sittel  
Robert W. Sprang  
Peter V. Sundquist  
Scott Traver

### Woods Hole Flotilla

Stephen A. Bogiages  
Kenneth A. Debrowski  
COMO Dennis Degabriele  
Daniel J. Farren Jr.  
Paul Fontaine  
David Fratantoni  
Thomas S. Gary  
Russell J. Gasdia

Ronald D. Grossman  
Debra Hibert  
Emmett Krupczak  
Ray Levendusky  
David J. Moniz  
Jeffrey D. Thomas  
Stephen P. Wagner



Standing in front of an HC-144, used in air drop training, are (left to right) Russ Gasdia, FC, Woods Hole Flotilla, Robert Joseph, SO-OP 11, Jeff Thomas, ASC SSNE (East), and CAPT Scott Langum, USCG, Commanding Officer, Air Station Cape Cod. (Photo Kathlene Ruhan, AUX-PA3)

### Nauset Flotilla

Alden Lumbard

### Cape Cod Canal Flotilla

William Plikaitis

### Martha's Vinyard Flotilla

Glenn G. Deblase

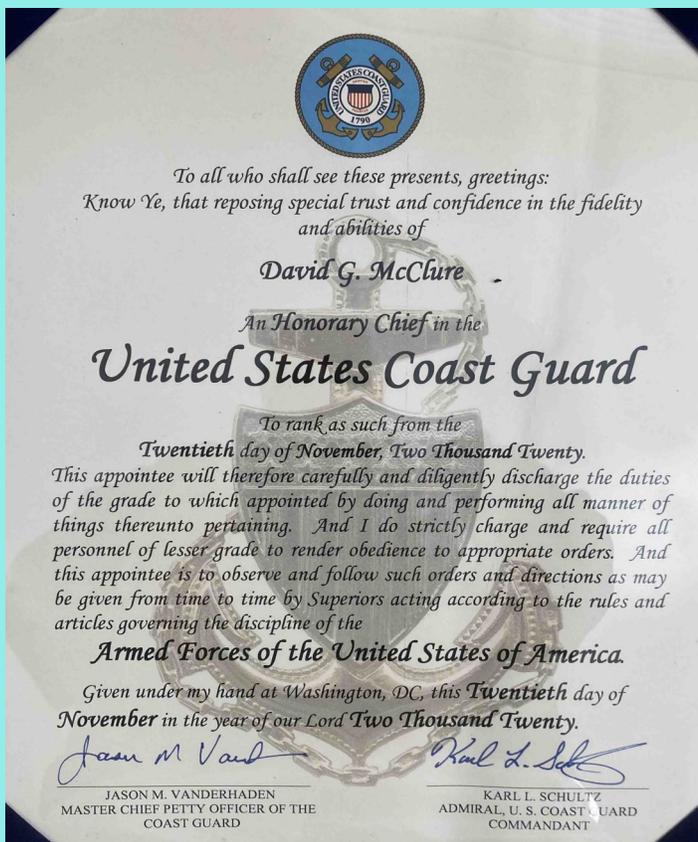
### Tri-State Flotilla

COMO Philip Kubat

# BRAVO ZULU

Congratulations to David G. McClure, DCAPT SSNE, DCOS-Elect, who has been appointed an Honorary Chief in the United States Coast Guard. McClure, a thirty-year member of the Auxiliary, received formal notice of the appointment in an award letter signed by ADM Karl L. Schultz, U.S. Coast Guard Commandant, and MCPOCG Jason M. Vanderhaden, Master Chief Petty Officer of the U.S. Coast Guard.

“I was absolutely amazed and very pleased that I received this award, which I did not know even existed,” McClure says. “It was a surprise that I certainly never expected. Thanks to all the Coast Guard members who thought me worthy to receive this honor after watchstanding 10 years at Station Cape Cod Canal and 30 years in the Coast Guard Auxiliary.”



Presenting the award to McClure is CPO Nicholas R. Crews, Officer-in-Charge, U.S. Coast Guard Station Cape Cod Canal. (Photo USCG)

## SUCCESSFUL SNNE V-TRAIN

### Wes Baden, DSO-PB

Hats off to Sector Northern New England, which created and conducted a highly successful “virtual training” (V-Train) event, held online on November 7.

Approximately 100 district members attended, choosing from 16 class sessions. Fourteen classes were one hour each, the others two hours each. A total of ten instructors taught courses. Enrollment was initially opened to include Sector Boston. As word of the training spread, however, shipmates from as far south as Martha’s Vineyard and as far west as Western Massachusetts asked permission to sign up and were included as well.

V-Train was the brainchild of Ted Chatham, ADSO-MT SNNE, who was given permission to go forward with the event at an August district training meeting. Chatham chose ZOOM to put together a four-virtual-classrooms model, analogous to a virtual corridor with four locked classrooms that students, with keys, could move freely between during the course of the day. He then lined up experts in different subject areas, polled sector members about what they most wanted training in, and finally settled on the lineup of classes for training.

Screen shots from various classes appear below and on the next page. (Photos courtesy of instructors)

SNNE V-Train 11/7/20: Classroom Assignments/Schedule |

Time	Classroom 1	Crse.#	Classroom 2	Crse.#	Classroom 3	Crse.#	Classroom 4	Crse.#
0900	Hazmat	1A	Intro to MS	2A	Mil Courtesy	3A	Food Serv	4A
1000	SAR* (Part 1)	1B	Intro to MS	2B	AuxData 2*	3B	Comms*	4B
1100	SAR (Part 2)	1C	Paddlecraft	2C	AuxData 2*	3C	Comms*	4C
<b>Lunch Break</b>								
1230	SAR* (Part 1)	1D	Zoom	2D	PE/IT	3D	Awards	4D
1330	SAR (Part 2)	1E	Zoom	2E	Open	3E	Open	4E

Course #	Description
1A	Intro to HAZMAT for Aux AWARENESS LEVEL: aka “HAZWOPER, Light”: Basic HAZMAT aimed at real world Aux mission requirements and restrictions. (Ted Chatham)
2A/2B	Intro to Marine Safety; intro to courses supported by AD for training/sign-offs. What areas are realistic qual goals, training requirements and expectations. (Kevin Cady)
3A	Military Customs and Courtesy + Troop ODU Uniform Specs: CG enlisted/ officer ranks, rank insignia, proper addressing of AD personnel, saluting, Call to Colors procedure, et al. (Tom Roche)
4A	Intro to Aux Food Service: training, qual requirements, assignment to duty, missions and expectations. (Tommy Davis/Danny Everts)
1B/1C, 1D/1E	SAR Operations for Aux Surface Ops: Intro to SAR ops, definitions, search patterns and search planning. Includes SAR planning exercises and tips for successful SAR operations. (Ted Chatham)
3B, 3C	Intro to AuxData 2: accessing your info, submitting mission bux, navigating the system, generating reports. (Laurel Carlson)
4B, 4C	Intro to Aux Comm Quals- TCO/ Comms Watchstanding: Prerequisites, TCO Watchstander PQS's. (Bruce MacCormac/Wayne Stanley)
2C	Intro to Paddlecraft: Overview to creating an AUXPAD (Auxiliary Paddlecraft) component for your Flotilla. Includes detailed tips for successfully completing a Paddlecraft Vessel Safety Check (VSC) Form 7012-A (Mike Moloney).
2D, 2E	Zoom Tips and Techniques: professional tips for successful instruction and meeting management: meeting set-up, login options and precautions, breakout groups and security. (Raymond Keller)
3D	Public Education and IT Qualification: Information and a look at changes in PE operations and instructor qualifications re Virtual Teaching and Class Management (David Eastwood)
4D	Awards Writing Tips and Techniques: selecting appropriate awards for member recognition, tips for preparing data to support various awards, submission procedures, expectations and standards. (Peter Poulin)



# TRAINING



Gas/Vapor	LEL* (% vol)	UEL* (% vol)
Acetone	2.2	12.8
Benzene	1.2	7.8
Carbon Monoxide	12.5	74
Diesel	0.8	10
Ethylene Oxide	3.0	100
Gasoline	1.4	7.6
Hydrogen	4.0	75
Methane	5.0	15
MEK	1.8	11.4
n-Pentane	1.5	7.8
Propane	2.0	9.5
Toluene	1.2	7.1

100% Combustible Gas (0% Air)

The Concentration of the combustible gas is too high

Explosions Can Occur

The Concentration of the combustible gas is too low

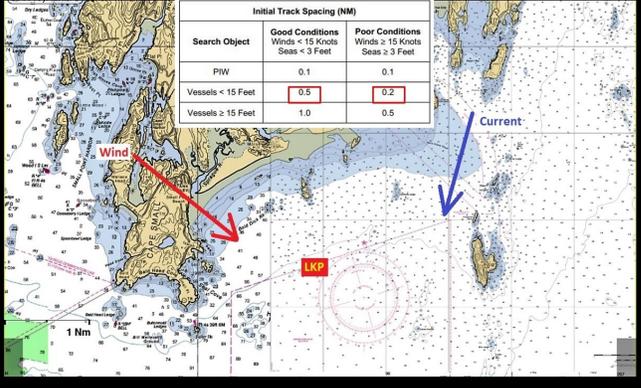
0% Combustible Gas (100% Air)

Upper UEL Explosive Limit

Lower LEL Explosive Limit

Intro to HAZMAT/HAZWOPER LIGHT

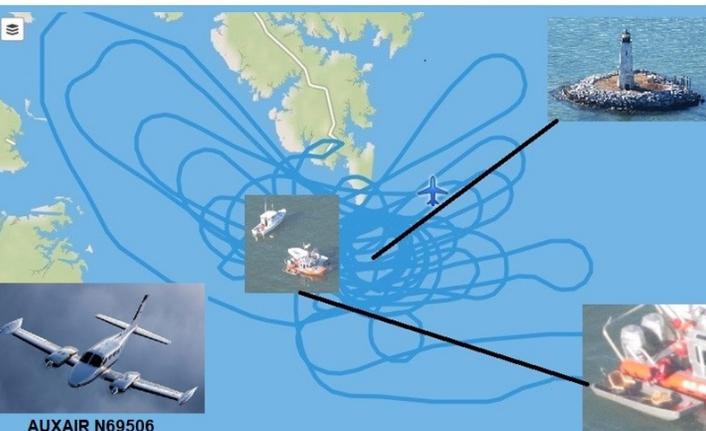
Search Object	Initial Track Spacing (NM)	
	Good Conditions Winds < 15 Knots Seas < 3 Feet	Poor Conditions Winds ≥ 15 Knots Seas ≥ 3 Feet
PIW	0.1	0.1
Vessels < 15 Feet	0.5	0.2
Vessels ≥ 15 Feet	1.0	0.5



On scene: 1445 local, Wind 320 @ 5-8 w/gusts to 12 Current: 190 @ 1.1 kts

Intro to SAR Part 2

"Vessel Adrift" AUXAIR SAR OP, IVO New Pt Comfort Lt, Sector Hampton Roads VA



AUXAIR N69506

Comms intercept re: recovered Vessel Adrift. AUXAIR N69506 initiated coordinated PIW search of shoreline, abandoned lighthouse base and surrounding waters for approx 1.25 hrs. Negative contact.

## ALERT PHASE – DEGREE OF DANGER

- Nature of Situation
- Reported Conditions on the vessel (medical, food, etc)
- Position accuracy or lack thereof
- Visibility, including daylight
- Tide and current conditions
- Present and forecasted weather
- Special considerations (age, health, etc.)
- Degree of Apprehension



## COAST GUARD WATCHSTANDING

### ACTIVITIES AND RESPONSIBILITIES

- Monitor and answer radios and phones
- Stand guard for underway assets
- Maintain communications log
- Announce station 'Pipes'
- Other, depending on unit




Overall Vessel Condition: as applies	
a. Hull & deck sound	
b. <del>Handwritten notes</del> Deck lines & Bungee Cords	
c. Hardware secure (in working order)	
d. Bulkheads/Aluminum flotation	
e. Paddle / Oars (serviceable)	





## SEA TOW CHECKS DISCONTINUED: How To Use Rescue 21 and Channel 9

### COAST GUARD MARITIME COMMONS

THE COAST GUARD BLOG FOR MARITIME PROFESSIONALS

#### Performing a VHF Marine Radio Check

POSTED BY CWO KURT FREDRICKSON ON OCTOBER 19, 2020

The Coast Guard Inspections and Compliance Directorate has issued MSIB 20-20 to inform mariners of the proper procedure for performing a VHF radio check.

#### Sea Tow Automated Radio Check System no longer available:

For several years, Sea Tow operated an Automated Radio Check System, which was available on VHF Channels 24 to 28 for the benefit of mariners in over 130 locations. However, on October 2nd, 2020 that service was discontinued.

#### How to test a VHF Radio using Rescue 21:

The U.S. Coast Guard continues to offer an automated Digital Selective Calling (DSC) Test Call capability from each of its Rescue 21 coastal stations. All fixed mount marine radios certified by the Federal Communications Commission since 1999 are required to have a DSC capability. All such radios sold since 2011 must also have a DSC test call capability. Marine radios transmitting and successfully receiving a response from a DSC test call can be expected to operate acceptably in the voice mode as well.

#### To perform a DSC Test Call:

Enter the U.S. Coast Guard's coast station group identity "003669999" into the radio's DSC memory. Once entered and stored, a DSC test call can be made by executing the following three steps:

Select "Test Call" from the radio's DSC menu,

Select the USCG number entered into memory, and *Transmit the call.*

The radio display should indicate when that test call is acknowledged and display the acknowledging station's nine-digit identity. That identity may be different than the group identity previously entered into memory.

Please use VHF Channel 09 and do not use VHF Channel 16:

VHF Channel 16 is not for the purpose of radio checks. Please use VHF Channel 09, which has been designated by the FCC as a boater's calling channel.

Questions concerning this notice may be forwarded to Coast Guard Spectrum Management and Communications Policy Division (CG-672) at HQS-SMB-CG-672@USCG.MIL or to the Coast Guard Navigation Center's "Contact Us" page by selecting "Maritime Telecommunications" as subject.

Reprinted from "The Chatham Light," October 2020 Chatham Flotilla newsletter.

## TOWING: PART 1, ASTERN TOW

Ted Chatham, ADSO-MT SNNE

This is the first of three installments describing the three main areas in which Auxiliary boat crews and coxswains are evaluated and need to be proficient. While interrelated, they can be addressed separately as specific areas of training and expertise.

Auxiliary surface operations require skill, discipline and perseverance, and while Auxiliary surface facilities usually operate independently in support of active duty Coast Guard operations, the expectation is that our training will be on par with theirs in terms of proficiency, safety and execution.

The three areas to be covered in this series are 1) "Astern Tow," 2) "Alongside Tow," and 3) "Search and Rescue."



A lobsterman "Good Samaritan" tows a disabled recreational vessel into Port Clyde. (Photo by the author)

### Part 1, "Astern Tow"

Of all the activities undertaken by Auxiliary boats and crews, the most dangerous are *two-boat operations*: two vessels operating in proximity, maneuvering in close quarters or attached by one or more lines, are instances where injury or vessel

damage is a constant concern.

Like virtually every aspect of Coast Guard and Coast Guard Auxiliary vessel operations, there are training standards and procedures that require constant vigilance and repetition in order to perform those tasks under all conditions from clear and calm to rough and windy. With two vessels, each possibly weighing two or more tons, operating within inches of each other, any loss of control or procedural lapse can result in severe injury, vessel damage or both.

Under the general topic of "Towing" are two very different procedures, each with its own set of hazards that require constant monitoring to avoid. Usually, the first step in assisting a vessel in distress and getting it to a "safe harbor" is the *Astern Tow*. Only after the bulk of the towing distance required has been covered will a transition to *Alongside Tow* be contemplated.

Before a tow is undertaken, several questions should be asked: Is the facility mechanically capable and adequately equipped to safely complete the tow in the current or forecast conditions? Are there any areas of concern between the location of the disabled vessel and a safe harbor: areas of increased currents, high seas, or narrow passages? Am I, as the coxswain, and is my crew, sufficiently competent to safely execute this evolution? Do the risks involved to all persons aboard both vessels justify the risks involved in initiating this tow?

The simplest two boat evolution is "Astern Tow," taking a disabled vessel in tow using a long line from the towing vessel's stern to the disabled vessel's bow. In theory this sounds simple, like a wet version of towing a car with a rope from the rear of one car to the front of another. But towing at sea takes that simplicity and throws it out the window by adding new dimensions inherent in operating in a fluid medium of winds and seas.

# BOAT OPERATIONS

While cars tend to sit squarely on four wheels, generally near where they broke down, boats are rarely in the same place for more than a few minutes unless they're anchored, aground or tied to a fixed object. (Locating the vessel in distress is the topic of Part 3 in this series, "Search and Rescue.") The luxury of a stable surface underneath the disabled conveyance is conspicuously absent with boats.

Imagine trying to affix a tow rope from the back of one car to the front of another while both are travelling slowly down a bumpy road, and the issues of towing one boat with another begin to be apparent. Add in the constant attention that must be paid to avoid fouling props with *lines in the water*, lobster pots, or the two vessels colliding while setting up the towing connections, and you soon may have your hands more than full.

To avoid these pitfalls, the Coast Guard has devised standardized methods of taking a vessel into Astern Tow so that the two vessels always maintain a safe distance from each other and the towing connection is set up so that each vessel can maintain its stability while either towing or being towed.

The first consideration is how is the disabled vessel moving in relation to the winds or waves. Is it rolling severely, being blown downwind at a rapid pace, or sitting calmly awaiting a tow? Relating these factors to the towing vessel's characteristics requires expertise and a bit of time in order to assess the best approach for passing a line to the disabled vessel. A couple of minutes planning at this stage can save major problems later, and fortunately most towing situations allow the luxury of a little time to sort things out. However, a disabled vessel being blown smartly toward a nearby ledge or shore may require a quicker and less calculated approach for gaining control. Understanding and practicing the techniques for the immediate "hook up and go" scenario is also a good topic to add to the crew's regular training syllabus.

In calm seas, the end of the towline, usually 3-strand or double-braid nylon line from 3/8" to 3/4" in diameter, may be tossed to the disabled vessel

by passing closely aboard. In rough seas where proximity would be dangerous, a smaller line known as a "heaving line" will be thrown to the disabled vessel from a safe distance. The heaving line is connected to the heavier towline and is pulled aboard the disabled vessel for attachment of the towline to a suitable connection point on or near the bow of the disabled vessel.



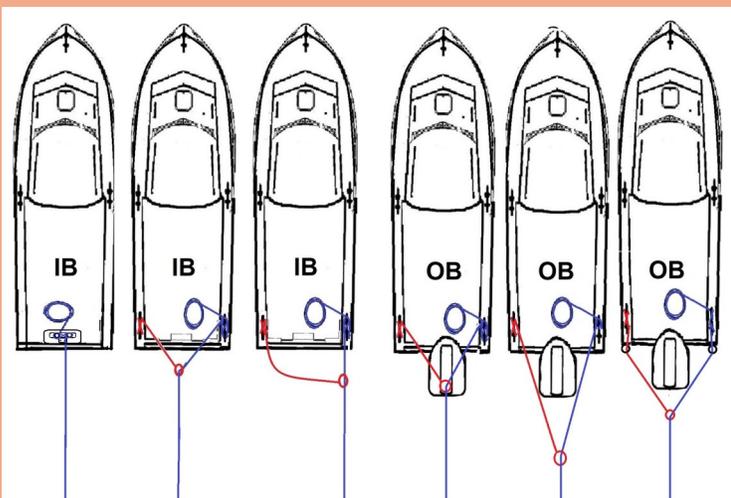
Passing a heaving line is a skill regularly practiced by coxswains and crews. (Photo by the author)

Setting up the towline for an astern tow isn't just securing a line to a port or starboard stern cleat. The loads applied to the towline must be distributed evenly to avoid overstressing a cleat or eye, as well as avoid an asymmetrical pull that could cause the towing vessel to yaw or even capsize if the disabled vessel applies an excessive lateral load to an attachment point off the towing vessel's centerline. The attachment point(s) on the disabled vessel must also be considered for load bearing capacity, load distribution and symmetry of distributed pulling forces.

In addition to the concerns with choosing appropriate connection points, mechanical issues can result in the instability and possible capsizing of the disabled vessel and abandonment of the tow may be necessary (if allowed), due a steering casualty, veering too far off when following the direct path astern of the towing vessel. The deployment of a drogue, or similar drag producing device, off the stern of the disabled vessel may reduce that yawing tendency, but safely addressing that situation may be well beyond the capability and training of the Aux crew and vessel.

# BOAT OPERATIONS

In almost all cases, a bridle that allows adjusting the towline length with a minimum of resetting or re-attaching is preferred. Having to stop, break down the towline, estimate the revised length needed to achieve in-step line length, re-attaching and getting underway again, hoping for the best, is not a safe or efficient method of towline length adjustment. Vessels with inboard power are much easier to set up with an appropriate bridle arrangement than vessels with single or multiple outboard engines. A too long bridle, one the length of which exceeds the boat's beam, may end up hanging slack on the towline as it runs straight from the attachment point to the disabled vessel.



Left to right: Inboard with center bit. Inboard with bridle correct length. Inboard with bridle too long. Outboard with bridle interference. Outboard with bridle—may be too long. Outboard with bridle—towline routed through lifting eyes (may provide sufficient leg spacing for workable length). (Illustration from *Coast Guard Boat Crew Seamanship Manual*)

The standard approach on a vessel without a center mounted cleat or bit is to use a bridle with a fixed end secured to a stern quarter cleat, an eye or shackle at the end of the bridle, and the towing line threaded through the bridle's eye or shackle and secured to the opposite stern cleat. The situation can get complicated when one or more outboard engines are in the way, and sorting out those particular issues can be a challenging and frustrating engineering exercise.

Assuming the technical issues of the vessel-to-vessel attachment have been resolved, the Aux-

iliary coxswain will brief the skipper of the disabled vessel on emergency procedures, boat-to-boat signals and a schedule of radio check-ins between the vessels. Emergency procedures should include a clear understanding of the circumstances in which the assigned AUX towing watch crew member may need to drop the tow or cut the towline. Extreme care must be exercised at all times to avoid crew stations or on-deck line placement that could endanger or entangle the towing watch crew member in the case of an emergency abandonment of the tow.

Once securely connected, the towing vessel slowly moves away while paying out the towline until a safe spacing between the vessels is achieved. A brief pause occurs at that point until the strain is completely off the towline in order to avoid the line tender's fingers from being caught in the towline as it continues to pay out around the cleat.

Once all way is off and the towline has been made up, a gentle application of forward power is applied as the towing and disabled vessels move ahead.

The next critical decision is the speed of the tow, and it is based on the calculated "Hull Speed" (HS) of the disabled vessel. The formula for calculating hull speed that applies to most typical hull shapes is:  $HS = 1.34 \times \text{square root of the vessel's waterline length}$ . Total boat length is not a factor, so bowsprits, anchor pulpits, overhanging sterns, etc. are not a concern for calculating HS/towing speed. Example: a 42-foot sailboat may have a waterline length of approximately 36 feet, so  $HS = 1.34 \times 6 = 8$  knots.

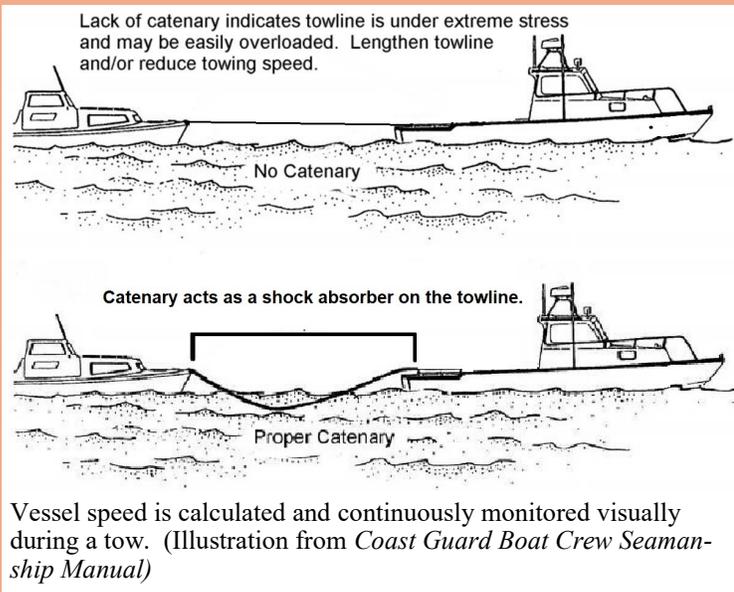
Exceeding the towed vessel's "Hull Speed" can result in dramatically increased towing drag/line loads as the towed vessel is pulled past its optimum through-the-water speed. The excess speed can affect the towed vessel in several ways:

1. A displacement hull may dig deeper into the water or start to "wallow" side to side as its speed increases past its HS, exponentially increasing the towing force required and possibly causing instability capable of capsizing it.

# BOAT OPERATIONS

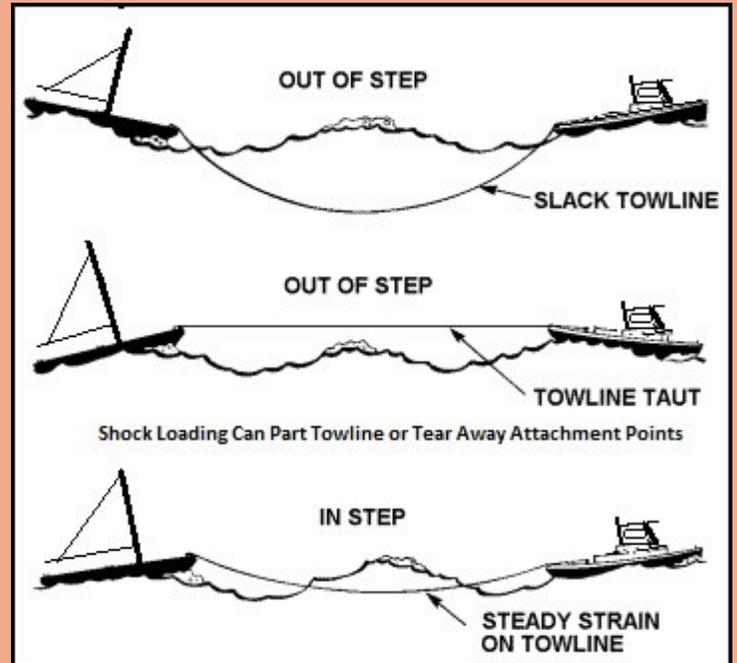
2. A planing hull towed faster than its Hull Speed may transition, or try to transition, to its planing phase, thus causing a possibly unstable high-drag period, much like the period when a water skier is pulled slowly through the water at first with little strain on the tow handle but then only to experience a massive strain on his grip and shoulders as he transitions to the low-drag “skiing” (planing) phase.

A clear visual check on towing speed appropriateness is the droop or “catenary” in the towline. An excessive towing speed may pull the towline so taut that, when out of the water and under strain, water is wrung out as it stretches. If the towline droops underwater at all times, the tow is too slow. Proper speed is apparent when the towline rides slightly in and out of the water while always maintaining a noticeable “belly” (catenary) in the towline. Avoiding either too fast or too slow towing is a team effort by the coxswain and the crew member assigned as “towing watch” whose sole task is to monitor and report the status of the towline and towed vessel.



The distance between the vessels must also account for the distance between wave crests and troughs to avoid slacking and jerking of the towline as the two vessels ride up and down the waves out of synch. Known as getting the vessels “in step,” failure to do so may also overstress and part (snap) the tow line or tear cleats or other attachment

points off one or the other vessel. Again, being able to take the strain off the towline and adjust it easily while underway is another reason to spend the necessary engineering time to devise an easily adjustable bridle/towline set up.



Towline length and towing speed must be continuously adjusted to keep both vessels “in step.” (Illustration from *Coast Guard Boat Crew Seamanship Manual*)

An easily overlooked factor in astern towing is the momentum of the towed vessel, both in terms of keeping the vessels “in step” and when slowing for line adjustment or for the transition to the Along-side Tow. A much heavier towed vessel may overtake or collide with the towing vessel if the towed vessel’s momentum isn’t addressed. Even slowing for a line length adjustment—which should NEVER be attempted while there’s a load on the towline—could cause enough slack in the towline to foul the towing vessel’s prop(s) if not properly managed.

Once properly set up, an Astern Tow evolution may continue for hours, and while still requiring continuous monitoring by a designated crew person, the initial setup may need only minor adjustments to proceed safely for miles.

Finally, a factor that must be addressed and is often difficult to overcome is the zeal with which some Auxiliary coxswains and crews will seize the

# BOAT OPERATIONS

the opportunity to take on a towing evolution which may be well beyond the ability of the vessel or crew to manage safely. Once begun, abandoning a tow is a difficult and complicated decision to make, and a frank *Risk vs Gain* discussion should begin early and be taken seriously. Finding out that an obvious miscalculation has occurred after putting the occupants of both vessels in danger is exactly why *TCT/Risk Management* employment is a critical component of every activity the Auxiliary undertakes.

Now that a safe and successful Astern Tow has brought both vessels near shore and an appropriate dropping off point for the disabled vessel has been determined, the “What now?” question is answered by a shift from the *Astern Tow* to the *Alongside Tow*. That transition and subsequent docking evolution techniques will be covered in Part 2 of this series and will appear in the Winter 2020-2021 issue of *Nor’Easter*.



The view from the helm of a vessel in “Astern Town” by a U.S. Coast Guard 47-foot Motor Lifeboat. (Photo by the author)

## WEARING RIBBONS

### Wes Baden, DSO-PB

Last March, at D-Train, David McClure asked me to help out at the Uniform Inspection table, interacting with any attendees who wanted to have their uniforms checked or simply had questions about proper uniform wear.

It was a very positive experience, meeting Auxiliarists old and new. One Auxiliarist, who probably was in his 60s, stood out from the rest and made quite an impression on me. In particular, how he was wearing his ribbons instantly reminded me—as it can all of us now—of the options that Auxiliarists have regarding ribbons.

I may have surprised him when he approached the table. I said, “Good morning, sir. I see that you are a veteran, probably Navy, with many years in the service.” “How did you know that?” he asked. I answered, “You are wearing just three ribbons on your uniform, all of which are very high precedence.” He kindly complimented me and then said, “Yes, United States Navy, retired after almost 30 years.”

Needless to say, this Auxiliarist’s uniform was shipshape. As no one else was around at the moment, we got talking about ribbons and what are the three choices that Auxiliarists have regarding wearing them. **Yes—per the AUXILIARY MANUAL, Chapter 10, F.5.a—the options are: (1) wearing all ribbons authorized, (2) wearing your choice of nine authorized ribbons, three to a row, and (3) wearing your three senior ribbons, in one row. All ribbons should be arranged by precedence, high to low, inboard to outboard.**

This is entirely a personal matter. No criticism or fault attaches to how an Auxiliarist chooses to wear ribbons. Rightly proud to wear all the ribbons that you’ve earned or been awarded? Wear them. It’s your privilege. No one should say or think anything negative about you.

### Ribbon Rack Options

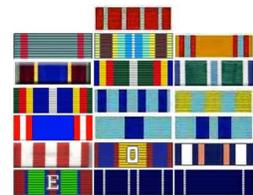
Members may wear all ribbons earned

or

Wearers choice of 9 ribbons earned.

or

Wear the senior 3 ribbons earned



For any number of reasons, on the other hand, you may elect to wear your three highest ribbons or alternatively nine of your choice if you have more than nine. This is also your right. It’s purely personal. No shipmate should presume to suggest that you are wearing ribbons inappropriately.

That said, something perhaps to reflect on is General (and later President) Dwight D. Eisenhower and how he presented himself for an official Army photograph in 1947. He wore just one row of three ribbons. At the time, he was a five-star general and had earned or been awarded what added up to 17 rows of ribbons.



General Eisenhower (U.S. Army photograph, public domain)

For those who are curious: The three ribbons that General Eisenhower is wearing are, left to right, the Army Distinguished Service ribbon with four oakleaf clusters, the Navy Distinguished Service ribbon, and the Legion of Merit ribbon.

# STAYING HEALTHY DURING THE PANDEMIC

*Rashid Ashraf, AUXFIT Assistant Team Leader*

The year 2020 has brought on more challenges than we ever could have imagined. One challenge has been trying to stay healthy, both mentally and physically, during the pandemic. For those of you who have been following our AUXFIT series, you know the importance of exercise and a healthy diet. But an enormous amount of information exists about these topics on the internet and in books and magazines, and at times such information appears to be contradictory. For this reason, I now have put together, from the AUXFIT course, a summary of some of the most important points to remember. The following is what science and experience have shown as helping all of us lead a healthy lifestyle. (Want to learn more about these points, in detail? You are welcome to join our Facebook Group Page at AUXFIT D1NR CLASS 001.)

## IMPORTANT POINTS TO REMEMBER

1. Forget New Year's Resolutions. They don't work. Don't fool yourself. It's human nature, on or about January 1, to make major, life-changing promises to do this or not do that during the coming year. Example: "I'm going to work out every day and lose 50 pounds by June 1." More than 90 percent of New Year's resolutions are never kept.
2. Instead, Commit To Replacing A Bad Habit With A Good One, Then Keep Repeating This Process. Don't try and change everything at once. Start with one change and build on that. Build these changes into your lifestyle, one by one.
3. Write Down And Post Your Goals To See Them Every Day. People who write out their goals and review them constantly are more likely to achieve them. Post your goals on your bathroom mirror and commit to them. (Don't forget to use a dry erase marker!)
4. Don't Overcriticize Yourself. To fail is human. Rather than give up, look to why you're having trouble and learn from that. Consider failure as the first step towards success. If you didn't work out one day or you ate a less than healthy meal, no problem—just start over again. The important thing here is to keep trying and not give up.
5. Fad diets do not work. Think about it. If they did work, why are there so many of them and why do the same people keep trying new ones? They are not healthy. Forget them.
6. Instead, Focus On What And How Much You Are Eating. The number of calories that you consume determines your weight. Look to reducing your calories through your eating habits. Exercise will help but not get you where you want to be—only reducing calories will. The reverse is true if you are looking to gain weight. In that case, you need to eat more.
7. Don't Try To Lose Weight Too Quickly. Only aim for one or two pounds a week. Losing too much weight all at once throws the body off, and the weight will come back even faster.



People who write down goals and look at them are more likely to achieve them.  
(Photo wisdomsummary.com)

8. Eat Fresh Food, Not Packaged Food. Throw out that packaged food, which contains too many artificial ingredients and way too much sugar. Food manufacturers know that sugar sells. That, however, has created an obesity epidemic. Focus on fresh green vegetables and dark-colored fruits.
9. Cut The Sugar, Cut It Way Down. Sugar is bad. Too many calories throw off your body chemistry. A little is fine, but if you want something sweet, eat some fruit instead.



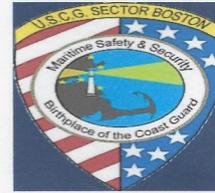
Reduce your sugar intake. (Photo independentfemme.com)

10. Older? Make Sure You Are Getting Enough Protein. Building muscle requires protein synthesis. Don't overdo it, though, as extra calories will be stored as fat.
11. Exercise To Keep The Weight Off. As you lose weight through dieting, exercise can help maintain muscle mass and keep your body metabolism from decreasing.
12. Sitting Can Be Detrimental To Your Health. Walking is one of the best cardio exercises you can do. To offset a day of sitting, get up and walk around the house for 5-10 minutes and also stretch. Then, during lunch, or at the end of the day, go for a 30-40-minute walk.



Sit a lot? Be sure to go for a walk every day. (Photo ualr.edu)

13. Cardio And Strength Training Make For Optimum Health. You need both. If you already get plenty of aerobic exercise, you need to add strength training. The opposite is true as well.
14. Cardio Does Not Strengthen Bones, But Strength Training Will. As we age, we lose muscle mass at about three to five percent every decade. To offset that loss, or to minimize it, only weightlifting has been shown to work.
15. A Simple Set Of Four Basic Exercises Can Be Extremely Beneficial. Don't have a lot of time for weightlifting? Then focus on these four compound exercises that should be included in every exercise program. They will give you the most value for effort as they work major muscle groups together:
  - Bench Press / Pushups
  - Deadlift / Suitcase Deadlift
  - Squat
  - Military Press / Overhead Press
16. Start Out Slow And Easy And Gradually Progress Up. There's no better way to quit than overdoing it and hurting yourself. Admit you aren't the 20-year-old you used to be. Forget about doing 50 pushups off the bat. Be realistic, and don't hurt yourself.
17. A Program Of Daily Meditation Can Reduce Stress. Exercise can help reduce stress, but meditation is even better. Give yourself time in the morning before the day starts, and in the evening as the day winds down, to clear your mind and focus just on your breathing.
18. Become More Like A Stoic. The way we perceive the world is how we react to it, and how we react determines our happiness or pain. Consider life as a gift and everything a blessing, even what might seem to be bad. Some of the poorest people in the world are the happiest, not because of their poverty but because of how they view the world. Always remember that it is each of us, as an individual, who mentally creates the world that we live in.



# FIRST DISTRICT NORTHERN REGION 2019 AWARDS 3 MAY 2020



[AWARDS BASED ON AUXINFO REPORTS 1/27/20](#)  
[2019 Awards Booklet](#)



***Nor'Easter* Editor's Note: Each year, in May, D1NR holds an awards luncheon honoring members who collectively have contributed many thousands of hours to its mission success. This year, however, no awards luncheon was held due to the stand down. In the following pages is the awards booklet that would have been distributed at the luncheon. Congratulations to all award winners. Bravo Zulu.**

**DISTRICT EXECUTIVE COMMITTEE - 2019**

**COMMODORE CHARLES GROSSIMON**

**BYRON A. MOE, JR., CHIEF OF STAFF**

**JOHN W. HUME, DCAPT-N**

**STEPHEN C. McCANN, DCAPT-C**

**DAVID G. McCLURE, DCAPT-S**

**COMMODORE PHILIP J. KUBAT, IPDCO**

**COMMANDER MATTHEW P. BARKER, DIRECTOR OF AUXILIARY 1NR**

**DISTRICT BOARD 2019**

**HAROLD FREDERICK. HERMAN, DIVISION COMMANDER 1**

**JOHN R. BYRNE, DIVISION COMMANDER 2**

**GLEN A. GAYTON, DIVISION COMMANDER 3**

**JOHN W. KEYES, DIVISION COMMANDER 4**

**RICHARD H. YOUNG II, DIVISION COMMANDER 5**

**RODNEY G. JOHNSON, DIVISION COMMANDER 6**

**JANICE KOLESZAR, DIVISION COMMANDER 7**

**JULIETTE MASON, DIVISION COMMANDER 9**

**STERLING B. McCLAY, DIVISION COMMANDER 10**

**ALDEN LUMBARD, DIVISION COMMANDER 11**

**GERARD S. BOGUS, DIVISION COMMANDER 12**

**CRAIG HALL, PRESIDENT PAST COMMANDERS ASSOCIATION**

**UNITED STATES COAST GUARD AUXILIARY**  
**FIRST DISTRICT NORTHERN REGION**  
**2019 DISTRICT AWARDS**

**VESSEL SAFETY CHECK AWARDS**

**COMMODORE H.P. Hadley AWARD-Vessel Examiner** conducting the most Vessel Safety Checks during the year

NORMAND R. CHOQUETTE, FLOTILLA 07-08, 332 VSC'S  
**SECOND PLACE AWARD-**

DAVID A. BUTZIGER, FLOTILLA 07-06, 148 VSC'S

**THIRD PLACE AWARD-**

DAVID L. SIESEL, FLOTILLA 07-06, 111 VSC'S

**COMMODORE JOSEPH A. POLITO AWARD-Flotilla** showing the most improvement in VSC program for the year

FLOTILLA 04-03  
MARK S. SEDGWICK

**DIVISION 4 VSC AWARD-Flotilla** with the greatest number of VSCs in the District

FLOTILLA 06-05  
455 VSCs  
ANDREW P. BUTLER, FC

**SEAL OF SAFETY**

**Flotilla with the greatest number of VSCs in the District during National Safe Boating Week**

FLOTILLA 06-05  
56 VSCs  
ANDREW P. BUTLER, FC

**PROGRAM VISITOR AWARDS**

**FIRST, SECOND, and THIRD PLACE AWARDS-Auxiliarists** with the greatest number of Recreational Boating Safety Program Visits

1 <sup>st</sup> , JOHN A. FLANAGAN, FLOTILLA 4-06	270 VISITS
2 <sup>nd</sup> , ELEANOR G. SAWYER, FLOTILLA 01-02	231 VISITS
3 <sup>rd</sup> , MARK S. SEDGWICK, FLOTILLA 04-03	101 VISITS

**FIRST PLACE AWARD-Flotilla** with the greatest number of Program Visits

FLOTILLA 06-05  
319 VISITS  
ANDREW P. BUTLER, FC

**MARINE SAFETY PERFORMANCE AWARDS**

**FIRST SECOND AND THIRD PLACE AWARDS**

1 <sup>st</sup> Place –KEVIN J. CADY, FLOTILLA 02-04,	1,559 HOURS
2 <sup>nd</sup> Place –SCOTT D. CAMPBELL, FLOTILLA 07-08	432.3 HOURS
3 <sup>rd</sup> Place, JOHN J. LOPEZ, FLOTILLA 02-08	305.6 HOURS

**COMMERCIAL FISHING VESSEL AWARDS**

**FIRST PLACE AWARD**

JOHN J. LOPEZ, FLOTILLA 02-08                      31.5 HOURS

**UNINSPECTED PASSENGER VESSEL**

ARNOLD E. BUTZIGER, FLOTILLA 07-06    36 HOURS

**PUBLIC EDUCATION AND MEMBER TRAINING INSTRUCTOR AWARDS**

**FIRST, SECOND, and THIRD PLACE AWARDS-Auxiliarists** performing the most Public Education Instructor hours for the year.

1 <sup>st</sup> , LAWRENCE A. NOBREGA, FLOTILLA 05-02	168 HOURS
2 <sup>nd</sup> , ALAN MISSEL, FLOTILLA 05-02	115 HOURS
3 <sup>rd</sup> , JOSEPH J. AMORE, FLOTILLA 03-08	102 HOURS

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ANDREW P. BUTLER, FC

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3 <sup>rd</sup> , JOSEPH J. AMORE, FLOTILLA 03-08	102 HOURS

**FIRST, SECOND, and THIRD PLACE AWARDS-Auxiliarists** performing the most Member Training Instructor hours in the year.

1<sup>st</sup> DAVID G. McCLURE., FLOTILLA 06-05 240 HOURS  
2<sup>nd</sup>, COMO EUGENE D. BERNSTEIN, FLOTILLA 03-01 54.4 HOURS  
3<sup>rd</sup>. BYRON A. MOE, JR., FLOTILLA 02-08 48.5 HOURS

**FIRST PLACE AWARD-Auxiliarist** performing the most Public Education-Youth Instructor hours in the year.

KAREN I. MEGERDICHIAN, FLOTILLA 05-02, 38.5 HOURS

**SHEPARD A. LESSER, Sr., AWARD-Flotilla** conducting the most Public Education Hours

FLOTILLA 52, 391.5 HOURS  
ALAN MISSEL, FC

**EARLE CLEMENT AWARD-Flotilla** conducting the most Member Training Hours

FLOTILLA 06-05, 380.75 HOURS  
ANDREW PRESTON BUTLER, FC

**DORIS F. CLOSE AWARD-Flotilla** conducting the most Public Education Youth Hours

FLOTILLA 05-02- 38.5 HOURS  
ALAN MISSEL., FC

### **OPERATIONS AWARDS**

**THE SEMPER PARATUS AWARD-Auxiliarists** with the Most Outstanding Rescue

NUBBLE LIGHT CHALLENGE RESCUE  
MICHAEL JOSEPH FORTI – COXSWAIN  
GARY HOVER - CREWMEMBER  
EUGENE GROSSI – CREWMEMBER  
MARK LADRIE - CREWMEMBER  
FLOTILLA 02-08

**THE ROBERT DERING AWARD-Most hours as Coxswain** in the year.

STEPHEN J. HEATH, FLOTILLA 02-08 162.9 HOURS

**SECOND and THIRD PLACE AWARDS**

2<sup>nd</sup>, ALAN MISSEL FLOTILLA 05-02 161.1 HOURS  
3<sup>rd</sup>, DAVID A. MORIN, FLOTILLA 07-083 131.6 HOURS

**FIRST, SECOND, and THIRD PLACE AWARDS**-Most hours as **Crew** in the year.

1<sup>st</sup>, EUGENE A. GROSSI, FLOTILLA 02-08, 158 HOURS  
2<sup>nd</sup> JANE S. EASTMAN, FLOTILLA 05-25, 153.1 HOURS  
3<sup>rd</sup> DANIEL R. CALIDONNA, FLOTILLA 05-02, 137.3 HOURS

**THE ANDREW CRANE AWARD** – Most patrol hours as Pilot in the year.

PAUL V, DIAMOND, FLOTILLA 10-03, 163.4 HOURS

**SECOND, and THIRD PLACE AWARDS** –Most hours as **Pilot** in the year.

2<sup>nd</sup>, CARL D. ENGLAND, JR., FLOTILLA 11-07 66.7 HOURS  
3<sup>rd</sup>. RICHARD P. HOUGHTALING., FLOTILLA 11-01 61.8 HOURS

**FIRST, SECOND, and THIRD PLACE AWARDS** –Most hours as **Air Observer** in the year

1<sup>st</sup>, GARY L. HOVER, FLTOILLA 02-08 70.8 HOURS  
2<sup>nd</sup>, GEORGE R. HITCHCOCK, FLOTILLA 11-01 59.6 HOURS  
3<sup>rd</sup>-, THEODORE M. CHATHAM, FLOTILLA 02-05 54.7 HOURS

**FIRST PLACE AWARDS-Flotilla** with the most number of **Surface Patrol Hours** in the year

1<sup>st</sup> FLOTILLA 02-08 – 353.7 HOURS  
EUGENE A. GROSSI, FC

**FIRST PLACE AWARDS-Flotilla** with the most **Air Patrol Hours** in the year

FLOTILLA 10-03 – 163.4 HOURS  
KIM MacDONALD-CONILL, FC

**AIDS TO NAVIGATION AWARDS**

**MOST VERIFICATION AWARD-Auxiliarist** with the most Aid to Navigation Verifications in the year

1<sup>st</sup>, GARY D. DAVIS, FLOTILLA 07-06 182 ATONS  
2<sup>nd</sup>, MICHAEL S. QUINN, FLOTILLA 07-06 89 ATONS  
3<sup>rd</sup> COLIN F. MacKINNON, FLOTILLA 06-18 42 ATONS

**SECOND and THIRD PLACE AWARDS-Auxiliarists** with the second and third most Public Affairs Hours in the year

2<sup>nd</sup>, REID P. OSLIN, FLOTILLA 11-01 178.5 HOURS  
3<sup>rd</sup>, CHRISTOPHER R. LAWRENCE, FLOTILLA 07-02 155.1 HOURS

**FLOTILLA PUBLIC AFFAIRS AWARD-The Flotilla** with the most **Public Affairs** missions in the year

FLOTILLA 02-01 –729.5 HOURS  
PIERRE LIONEL POULIN., FC

### **PUBLICATIONS AWARDS**

**FLOTILLA NEWSLETTER AWARD-Best Flotilla Newsletter** for the year

***COASTLINES***

FLOTILLA 12-08  
FLOTILLA EDITOR: MARC SLECHTA

**COMMODORE H. EDWARD MACKENZIE AWARD-Best Division Newsletter** for the year

***NONE FOR 2019***

DIVISION  
EDITOR:

### **SPECIAL AWARDS**

**THE ELIZABETH AND CAPTAIN THOMAS D. FISHER  
AWARD-A perpetual award presented annually to the “All Around  
Auxiliarist” based on total performance and participation in the most mission areas.**

EUGENE C. GROSSI  
FLOTILLA 02-08

**DISTRICT COMMODORE’S PLAQUE-  
CHARLES B. GROSSIMON  
MARK S, SEDGWUCJ  
FLOTILLA 04-03**

**CHIEF OF STAFF’S PLAQUE-  
BYRON E. MOE, JR.M DCOS  
DONALD B. LADD, JR.  
FLOTILLA 12-08**

**DISTRICT CAPTAIN'S PLAQUE- NORTH  
JOHN W. HUME, DCAPT NORTH  
PIERRE L. POULIN  
FLOTILLA 02-01**

**DISTRICT CAPTAIN'S PLAQUE - CENTRAL  
STEPHEN C. McCANN, DCPT-CENTRAL  
JUSTIN P. WRIGHT  
FLOTILLA 03-07**

**DISTRICT CAPTAIN'S PLAQUE- SOUTH  
DAVID G. McClURE, DCAPT SOUTH  
DANIEL J. FARREN  
FLOTILLA 11-02**

**IMMEDIATE PAST DISTRICT COMMODORE'S PLAQUE-  
COMO PHILIP J. KUBAT, IPDCO  
GLEN A. GAYTON  
FLOTILLA 03-07**

**TEAM COAST GUARD PLAQUE-This award goes to a  
member of Team Coast Guard First District Northern Region  
for their efforts in support of team spirit.  
BM1 DANIEL C. HART  
SECTOR NORTHERN NEW ENGLAND**

**TEAM COAST GUARD PLAQUE-This award goes to a  
member of Team Coast Guard First District Northern Region  
for their efforts in support of team spirit.  
CSC CHARLES L. WILLIAMS  
SECTOR BOSTON**

**TEAM COAST GUARD PLAQUE-This award goes to a  
member of Team Coast Guard First District Northern Region  
for their efforts in support of team spirit.  
JOHN F. COSTABILE, USCG RET.  
SECTOR SOUTHEASTERN NEW ENGLAND**

**THE LARRY AND LENORE CLOSSON FAMILY PLAQUE -  
The Auxiliary Family that shows extended participation in  
Auxiliary Programs as determined by AUXINFO data.  
ROBERT D. & SHEILA N. BRAUNSTEIN  
FLOTILLA 11-08**

**THE DISTRICT COMMANDER'S PLAQUE-  
The most outstanding flotilla for the year as determined by**

using the BOAT US Flotilla of the Year criteria...

FLOTILLA 02-05  
RALPH NEUMYER, JR., FC

**THE LT KENNETH LAMBERTSON PLAQUE-**  
The second most outstanding flotilla for the year as determined  
using the BOAT US Flotilla of the Year criteria..

FLOTILLA 11-01  
PETER NARTIN DeBAKKER, FC

**THE JOSEPH E. GINSBERG PLAQUE-**  
The third most outstanding flotilla for the year as determined  
as determined using the BOAT US Flotilla of the Year criteria.

FLOTILLA 07-02  
CHAD MICHAEL CAVANAUGH., FC

**THE COMMODORE R. FOSTER REYNOLDS PLAQUE-**  
The flotilla deemed to be the “Most Improved” in the District as determined using the  
BOAT US Flotilla of the Year criteria.

FLOTILLA 02-01  
PIERRE LIONEL POULIN, FC

**PAST COMMANDER’S ASSOCIATION PLAQUE-**  
The most outstanding Division for the year

DIVISION 2  
JOHN R. BYRNE  
DIVISION COMMANDER

**FLOTILLA MERITORIOUS ACHIEVEMENT AWARD**  
2019

FLOTILLA 03-07  
THOMAS DOANE, FLOTILLA COMMANDER

CERTIFICATES OF ACCOMPLISHMENT

50 OR MORE VESSEL SAFETY CHECKS

Carole A. Falcone  
Paul A. Fontaine  
Robert H. Amiro  
Daniel J. McAuliffe  
Albert P. Modugno

Jason M. Oliveira  
Paul D. Roderick  
Edmund R. Tavares  
William R. Bentley II  
Theodore M. Karr

Wesley M. Baden  
Louis G. Guillette  
John A. Flanagan  
Andrew P. Butler  
Robert Brezenski

50 OR MORE RECREATIONAL BOATING SAFETY PROGRAM VISITOR

Jason M. Oliveira  
Robert H. Amiro  
David P. Raphael  
Kenneth J. Mingola

David G. McClure  
Wayne F. Richardson  
Christopher R. Lawrence  
Dennis R. Hoffer

Catherine M. Backstrom

50 OR MORE HOURS OF PUBLIC EDUCATION

Stephen P. Wagner  
COMO Ronald W. Booth  
Joseph J. Amore  
Nathaniel F. Brady III  
Normand R. Choquette  
Daniel R. Calidonna  
Arnold E. Butziger  
Bernard A. Sacco, Sr.  
Eugene A. Grossi

Karen E. Caron  
Everett L. Henry II  
Karen L. Megerdichian  
Ronald P. Brian  
David J. Warburton  
Sterling B. McClay  
David A. Butziger  
David P. Raphael  
Joseph F. Dawicki III

Rosalind Butziger  
Russell J. Gasdia  
Mark J. Missel  
Allen R. Padwa  
Joseph J. Hogan  
Roger R. Picard

50 OR MORE HOURS OF MEMBER TRAINING

Stuart R. Gelder

50 OR MORE HOURS AS COXSWAIN

Alan Missel  
Eugene A. Grossi  
Jane S. Eastman  
Daniel R. Calidonna  
David R. Morin  
James M. Maxner  
Stuart R. Gelder  
Richard E. Costa  
Jeffrey D. Thomas  
Tom R. Raynor  
COMO Dennis  
DeGabriele  
Theodore M. Chatham  
Sterling B. McClay  
Sally R. Snowman  
James G. Thomson

James R. King  
David B. Eastwood  
Paul A. Fontaine  
Gordon D. Nash  
James D. Stevens  
William F. Schirmer  
Daniel J. Farren, Jr.  
Michael S. Quinn  
Bruce J. MacCormac  
Stephen P. Wagner  
Aaron A. Leger  
Robert M. Joseph  
Kirk A. Mooney  
Frank Cotter  
Gladys L. Benshimol  
Francis F. McDevitt

Bernard A. Sacco, Sr.  
David A. Butziger  
Richard a. Robichaud  
Peter O. Fiore  
Paul D. Roderick  
Rachel L. Catano  
Donald J. Zidik, Jr.  
Irwin M. Cohen  
David E. Clinton  
John P. Esser  
Brendan T. Henry  
Richard L. Audette  
Arnold E. Butziger  
Karen L. Megerdichian  
James B. Healy  
Normand G. Caron, Jr.

**50 OR MORE HOURS AS CREW**

Joseph L. Encalada	Edmund R. Tavares	Herbert J. Peters
Peter O. Fiore	Richard A. Hoadley	William F. Schirmer
Bruce J. MacCormac	David B. Eastwood	Richard R. Culross
Richard A. Robichaud	Timothy J. Curtin	George Spatoula
Richard E. Costa	William C. Thayer	Robert D. Lawrence
Frank Cotter	Robert H. Amiro	Thomas M. Chamberlin
James R. King	Chad M. Cavanaugh	Imants Ansbergs
Brendan T. Henry	Kirk A. Mooney	Walter J. Belushko
Karen L. Megerdichian	Mark W. Ladrie	Michael P. Tilley
Rachel L. Catano	William E. Gallagher	William R. Bentley II
L. Bradford Thompson	Roger P. Picard	Robert P. Benito
John C. McManus	Thomas D. Eaves	Norman W. Hansen
Richard L. Audette	Alice A. Caldwell	Daniel R. Calidonna
Pirlin Sen	Paul D. Roderick	Vincent P. Ciampa
Marjorie G. Joseph	Theodore M. Chatham	Paul J. Krawczynski
Gladys L. Benshimol	Gary D. Davis	

**50 OR MORE HOURS OF COAST GUARD OPERATIONAL SUPPORT**

Billy G. Thornton	Kenneth A. Caprio	Theodore M. Chatham
James B. Healy	Stephen A. Bogiages	John Mitchell, Jr.
James M. Maxner	Jeffrey D. Thomas	
Joseph Shovlin	Brendan T. Henry	
Robert S. Sabin'James	John S. Dennis	
G. Thomson	Harold F. Herman	

**50 OR MORE HOURS AS AIR OPERATIONS – PILOT**

Dennis M. Bradley	Steven M. Brown.
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**50 OR MORE HOURS AS AIR OPERATIONS – NON-LEAD**

**50 OR MORE ATON VERIFICATION**

Norman W. Hansen

**50 OR MORE HOURS OF ADMINISTRATIVE SUPPORT**

Marilyn P. Farren	Elizabeth T. Eggleston	Kenneth D. Bornstein
Howard S. Chesley	Rose V. DeGabriele	John F. Byron, Jr.
Jonathan R. Clancy	Wayne E. Cedres	

**50 OR MORE HOURS OF PUBLIC AFFAIRS ACTIVITY**

John J. Collins	Thomas P. Broderick	William J. Cody
Robert H. Amiro	Eugene A. Grossi	Daniel J. Vanhise
William J. Bell	Wesley M. Baden	Daniel R. Evarts
Theodore M. Chatham	Rona Trachtenberg	Glen A. Gayton

Edmund R. Tavares  
Rosalind Butziger

Joseph F. Dawicki III  
Mark S. Sedgwick

John W. Keyes

**50 OR MORE HOURS OF MARINE SAFETY ACTIVITY**

Eugene A. Grossi  
James M. Maxner  
Harlan M. Doliner  
Anne M. Manning

Gary D. Davis  
Sterling B. McClay  
John W. Hume  
David R. Morin

Richard E. Costa  
Shannon L. O'Neill  
Gregory D. Murray  
James R. King

**50 OR MORE HOURS OF COMMUNICATIONS WATCH STANDING**

Ronald J. McBrien  
Kenneth A. Debrowski  
Billy G. Thornton  
David A. Quincy  
Wayne F. Richardson  
Howard I. Gostin  
John P. Esser

Robert S. Sabin  
Wayne V. Iacono  
Michael D. Hays  
David G. McClure  
Joseph M. Berini  
Jeffrey D. Thomas  
Richard B. Brady

William T. Hopwood  
Wayne S. Stanley  
Stephen P. Wagner  
Joseph T. Fratto  
David L. Pothier  
William J. Bell

**50 OR MORE HOURS OF COMMERCIAL FISHING VESSEL EXAM ACTIVITY**

None for 2019

**50 OR MORE HOURS OF FOOD SERVICE**

F M Sokasits  
Sally Hanson

John T. Ouder Kirk, Jr.  
David G. McClure

CONGRATULATIONS TO ALL OF THE AUXILIARISTS  
RECOGNIZED  
IN THIS PROGRAM

THANK YOU TO ALL MEMBERS WHO CONTRIBUTED TO THE  
EFFORTS OF OUR DISTRICT IN ANY CAPACITY



## ***PUBLISHING INFORMATION***

*Nor'Easter* is published quarterly by U.S. Coast Guard Auxiliary, District 1 Northern Region. The *Nor'Easter* Production Team, consisting of the Editor and sector ADSO-PBs, welcomes submission of content including but not limited to special recognition of individual members and units, flotilla and division events and activities, sector and division training, all aspects of recreational boating safety, and district matters that are of general interest to members or warrant their attention. 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 2020."**

**District 1 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 2021***

See the Calendar for 2021, still in the process of being assembled, when it appears on the D1NR web page.

**This issue of *Nor'Easter* received clearance on 17 December 2020.**