



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

Nor'Easter

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

WINTER 2019-2020



THE ICEBERG HUNTERS



UNITED STATES COAST GUARD

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IN THIS ISSUE:



Homeland
Security



United States Coast Guard Auxiliary

| | |
|--|----|
| Commodore's Message | 2 |
| District Chief of Staff's Message | 3 |
| Barry O'Neil: Auxiliary Artist, Station "Ancient Mariner" | 4 |
| Boothbay Harbor Flotilla 25: A Small Flotilla Accomplishing Major Things | 5 |
| The Iceberg Hunters | 6 |
| Team Coast Guard Wows Spectators | 9 |
| NACO 3-Star Award in Diversity: A Roadmap to Growing Flotillas | 11 |
| Supporting New Member Success in Flotillas | 12 |
| NOAA Transitioning to Electronic Charts | 13 |
| Nutrition and Wellness: An Interview with Laura Arnold, M.D. | 14 |
| Photo Corner | 16 |
| Correspondence | 17 |
| Submitting Material to <i>Nor'Easter</i> : Tips for Authors and Photographers | 19 |
| Contributors | 20 |

ON THE COVER:

(Inset) Last year, AUXAIR member Michael Wendelin, Constitution Flotilla 53, flew with a Coast Guard crew on an International Ice Patrol mission, hunting and tracking icebergs. See full story on Page 6. (Background) Shown is a portion of the painting titled "Coast Guard C-130 on Ice Patrol," by American artist Thomas Picard. It hangs in USCG Headquarters and may be seen there.

FROM THE EDITOR'S DESK:

The *Nor'Easter* Production Team hopes that you enjoy reading through this Winter 2019-2020 issue. As always, your comments and suggestions are welcome. In addition, all readers are invited to submit material for possible publication. Please see Page 19 for information about the types of articles and photographs that we are looking for in particular. The next issue, for Spring 2020, will focus heavily on preparations for National Safe Boating Week and this year's boating season. Submissions dealing with these subjects, including any and all aspects of recreational boating safety, are especially wanted.

Also, the Production Team would appreciate it if you would "talk up" *Nor'Easter* at unit meetings and perhaps even make a few copies on your home printer to pass around, so that members know about the publication and can read it. There are still too many shipmates, particularly new ones, who are unaware that *Nor'Easter* even exists. This year, a Production Team goal is to significantly increase *Nor'Easter's* visibility and readership throughout the district.

Underlying this goal is a simple fact: District 1 Northern Region is fortunate in having great members and great units doing great things. Too often, however, their stories are not being told and shared. Please do your part to make sure that articles and photographs are created and sent in to *Nor'Easter*. District Publication Officers, at all levels, are here to help you in this process as needed. Do not hesitate to contact us.

Wes Baden, DSO-PB
Leslie Schwartz, ADSO-PB SNNE
Richard Keating, ADSO-PB SBOS
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SHIPMATES AS “CUSTOMERS” TOO AND THE VALUE OF ALL WORKING TOGETHER

As I write this, the temperature outside is fairly warm for January, but trust me, bitter cold along with howling wind will be arriving shortly. Winter weather, however, has a positive side. It gives us all a chance to reflect on our Auxiliary lives and what we contribute to our fellow boaters throughout the course of the year. It also is a good time to think about who our “customers” are.

In the business world, the customer may seem obvious. It’s the person with the money who wants the goods or services we provide. But this is only partially true. In business we really have more customers than we realize. We have the obvious customer, but we also have, as customers, the people who serve the

paying customer. That is to say, in our case, each other.

In the Auxiliary, other than people who take Public Education classes, we really don’t have paying customers but we have a lot of people who serve the public. They are our customers as well. I’m talking about our shipmates.

Each one of our members should be looked upon as our customer. When a customer, in business, asks for something from us, we don’t push them away. Instead, we do what we can to help them get what they need. I believe we should look upon our shipmates in the same sense.

Sometimes, depending on what position we hold, we get many requests for help. Often these requests come at a bad time for us. After all, we all lead busy lives. There are still other times when we feel the requests are not justified because the situation shipmates are in was created by themselves, for instance through lack of acting in a timely manner, and now they expect us to jump through the hoops. Their problem is self-inflicted, or so we think.

This may very well be true. Nonetheless, because we should look at shipmates as customers, I think we have to stop and ask ourselves why we are here. My own guess is that it would boil down to one or both of these answers: To serve the boating public, and to serve our nation.

With that in mind, each one of us is here to serve an ultimate customer, even though the activity we are working on involves no direct interaction with the public. Bottom line, we are either serving the customer or we are serving someone who is. We may not be in a classroom or on the water, or performing a Vessel Safety Check, but everyday we serve our fellow members--customers in every sense of the word too. When we help them, we are really helping the all people we serve.

Each one of us needs certain things to get the job done and sometimes we need to reach out. That, however, works both ways. How many times have you heard, “I get no support from my division commander” or “My division commander doesn’t even know my flotilla exists.” My question in response is, “How much support do YOU give THEM?” Do you ever volunteer to help them in some way? Do you promptly provide what they ask you for? Do you promote a team attitude among your shipmates?

One of the wonderful things that has been happening over the last few years is the fact that flotillas, divisions, sectors and districts are reaching out beyond their own geographic areas and asking for help from other units and working together on joint projects. This is terrific. Not only does it provide more people for the project and thus more ideas and actual support, but it promotes fellowship and friendship.

The best part of my job as District Commodore is that I get to go around to various divisions and meet people. First District Northern Region really does have many great people in it. Working with people outside of your own area gives you the perfect opportunity to meet them.

I invite you, therefore, to get to know and work with shipmates, your fellow “customers,” both inside and outside your units and areas. When we work together we are stronger and amazing things happen. And when that happens, the real winners are those customers that we only usually think of, that is, all the members of the boating public wherever they are located in our great four-state district.

Semper Paratus.

Charlie Grossimon
District Commodore

COMMODORE'S MESSAGE



UPDATING CONTACT LISTS FOR MISHAP PLANS AND SPRING ROLLOUT OF NEW AUXDATA SYSTEM

Welcome to 2020!

A couple of things.... At the outset of the new year, I would like to take this opportunity to remind everyone to make sure that flotillas and divisions have updated contact lists in place with your local USCG stations for their MISHAP PLAN. I further recommend having a drill to make sure the system works and that we are all on the same page in case of any issues.

Also, I am happy to pass along some good news from N-Train. Everyone there received a briefing on the new AUXDATA system. This will be going live this spring, so be prepared. It will be a major upgrade for the Auxiliary. The product is not an internal government platform but a commercial product that is being modified specifically to meet our unique needs. Developed by Salesforce, the new system is now in the final testing phases for initial release and use by us. I personally found the software to be very intuitive and straight forward.

There are, however, some things to be aware of regarding the new system. The product will be rolled out in phases, meaning functionality will increase over time. Be patient. Also, we will be working to see what training is needed and can be provided. I have suggested that the development team make a few YouTube videos that can be used for training purposes, but the team's workload is pretty heavy right now and so this may or may not happen. In any case, we are going to have a superior product that eventually will be home to all things, electronically, for the Auxiliary.

Best wishes to all, as we begin 2020. I am looking forward to another banner year for First District Northern Region. Our future is bright.

Byron A. Moe, Jr.
District Chief of Staff

BARRY O'NEIL: Auxiliary Artist, Station "Ancient Mariner"

Russ Gasdia, Flotilla Commander 11-2

Barry O'Neil, Woods Hole Flotilla 11-2, is an official Coast Guard artist whose many works can be seen in various Coast Guard buildings in Sector Southeastern New England. His most recent work, a painting, is located at the entrance of the new building that houses USCG Station Woods Hole. It was unveiled at a special ceremony held on November 15, 2019.

no longer in service (upper left). The Coxswain device and the Boat Force device are shown next to the boats. The four depictions along the bottom represent four ratings for personnel at the station: Maritime Law Enforcement, Machinery Technician, Boatswain Mate and Gunner's Mate.

At the ceremony, Barry was also recognized as Station Woods Hole "Ancient Mariner" for his ongoing support of personnel at the station over the course of many years. He has helped train countless active duty members rotating through the station, in numerous mission assignments ranging from Coxswain during two-boat training on the water to marlinspike ashore.

The Ancient Mariner Award, which the Coast Guard established in 1978, honors personnel who personify the dedication and professionalism associated with long service at sea and have held the distinction of Cut-terms longer than any other officer or enlisted member. Ancient Mariners are specifically charged with keeping a close watch to ensure that sea service traditions are continued and the time-honored reputation of the Coast Guard is maintained.



The Station Woods Hole painting was done on an actual nautical chart of the Woods Hole area. It includes images of one of the station's newer 45-foot response boats (lower center) and one of the old 41-foot utility boats that are

An Auxiliary member since 1980, Barry has held a number of elected and appointed positions and served as Coxswain, Boat Crew, ATON Verifier, Watchstander and Telecommunications Operator.



Barry O'Neil, Woods Hole Flotilla 11-2, recognized as Station Woods Hole Ancient Mariner. (Photo Woods Hole Flotilla 11-2)

BOOTHBAY HARBOR FLOTILLA 25: A Small Flotilla Accomplishing Major Things

Ted Chatham, ADSO-PA SNNE

“It’s not the size of the dog in the fight but the size of the fight in the dog” is an old adage that can be applied across areas of activity beyond canine pugilism. Coast Guard Auxiliary flotillas come in a range of sizes from barely a detachment to several hundred members, and looking simply at raw statistics can paint an inaccurate picture of how much a flotilla really achieves.

High achievers tend to congregate with those similarly minded. Flotilla 25 in Boothbay Harbor, Maine is a case in point. It is a smaller flotilla but with a high achievement mindset and culture. In the last 10 years, members of Flotilla 25 have received district “Auxiliarist of the Year,” two district “All Around Auxiliarist,” sector “Outstanding Auxiliary Member,” two division “Auxiliarist of the Year,” Coast Guard station “Sailor of the Quarter” and “Number One Radio Watch-stander on the East Coast.” The flotilla itself has won both district and division “Flotilla of the Year” plus *BoatUS* awards for highest VE, PA and PE achievements—all while competing in a division containing flotillas two to three times its size.

In January 2020, 12 flotilla members, over one-third of the entire membership, were awarded the Coast Guard Meritorious Team Commendation for their ongoing support of Coast Guard Station Boothbay Harbor’s community outreach, hosting, over a period of nine years, 3000+ visitors at the station’s annual open house.

Add to all this a catalog of Auxiliary awards for meritorious service, operational achievement and outstanding performance totaling 245 separate awards since 2010, and it’s clear these folks do not sit around waiting for things to happen.

In addition to recognition for member achievement,

flotilla members share a service ethos that’s fostered a disproportionate number of elected and appointed officers. Members have served as two District Commodores, two District Chiefs of Staff, a State Legislative Liaison, two Auxiliary Sector Coordinators, one District Staff Officer, 22 Assistant District Staff Officers, a National Staff Branch Chief, a District Surface Operations Planning Officer and a Sector Aviation Liaison Officer.

With five Operational Facilities and a current membership of only 32, Flotilla 25 shows little sign of slowing down or slacking off. The flotilla is fortunate in having energetic new members

moving up into roles of responsibility as other members have begun slowing down from their prior years of flat-out levels of involvement.

Though we all share concerns for the future of the organization as we’ve known and supported it, a passion for achievement and service is still flourishing in Boothbay Harbor, Maine.



Clockwise from upper left: Flotilla 25 members including “Sparky” participate in a community safety outreach event; a flotilla OPFAC assists Station Boothbay Harbor active duty personnel in Crew and Coxswain qualification; the Flotilla Commander, Sector Liaison Officer and Flotilla Vice Commander with the district “Flotilla of the Year” award; flotilla OPFACS take part in two-boat training exercises. (Coast Guard Auxiliary photos)

THE ICEBERG HUNTERS

Michael Wendelin, FSO-HR 53

Author's note: As a former U.S. Navy C-130 Loadmaster, I was eager to fly with Coast Guard active duty personnel when I joined the Auxiliary in January 2016. Currently I am an Observer Trainee in AUXAIR. When the opportunity came up, I jumped at the chance to fly in a C-130 again with a Coast Guard crew on an International Ice Patrol (IIP) mission. My experience is described in the article below. This article previously appeared in the Summer 2019 issue of *Wings of Gold*, published by the Association of Naval Aviation, though it has been newly edited with additional content for this issue of *Nor'Easter*. The Association of Naval Aviation has kindly granted permission for such reproduction and use.

NORTH ATLANTIC (March 28, 2019, 1527Z) — U.S. Coast Guard LT William Philyaw, Mission Commander, and his flight crew, Co-pilot LT Keith Arnold and Loadmaster SCPO Jeff Holder, are flying one of the oldest and most coveted missions in Coast Guard history. I am with them, on board CGNR 2004, an HC-130J Super Hercules, flying in a search track hunting for icebergs. C-130s have flown this mission for 56 years.

For over 100 years the US Coast Guard has been tracking the movement of icebergs off the coast of Labrador and Newfoundland. For the past 74 years, a Coast Guard aircraft of some type has flown the Ice Reconnaissance Deployment (IRD) mission.

The first Coast Guard aircraft to fly the IRD mission was a PBY-5A on February 6, 1946. Later the C-130, a B model, equipped with Doppler navigation, flew the IRD mission starting in 1963. Today an HC-130J with the Minotaur Mission System on board is used for the IRD mission. In 2019 fourteen IRD missions of nine days each have been scheduled from February through August. In 2018 the HC-130J flew 346.7 flight hours during 10 IRD missions. The IRD is allotted 500 flight hours per season.

The IRD mission begins with an HC-130J departing from Coast Guard Air Station Elizabeth City, North Carolina and flying into Groton - New London, Connecticut Airport near the IIP Operations Center (OPCEN). There it picks up the ice observer team and then flies up to St. John's, Newfoundland. St. John's serves as the International Ice Patrol's detachment site and home away from home.



CGNR 2004 getting ready for its preflight check. (All photos Mike Wendelin)

Once in St John's the mission day starts with the extended crew getting together for weather and the search track briefing. The search track comes in daily from the OPCEN. Consideration is given to the weather and satellite imagery. Priority is given to the edges of the iceberg limits to ensure that there are no icebergs close to or outside the limits. Once the track is known, the crew boards the aircraft and flies the track. While underway, the Observers are looking for icebergs either visually or utilizing the Minotaur system. Observers tap sightings into a tablet that is programmed with the search track map in a system called BergTracker. When the mission is complete, all observations are used to update the iceBerg Analysis and Prediction System (BAPS).

The IIP mission is one that all Coast Guard aviators covet. Mission Commander Philyaw stated, "This is the coolest mission for a Coast Guard aviator," adding, "The people of St. John's and Newfoundland are awesome!" Another IIP pilot, LCDR Michael Deal, said, "Getting to fly around Canada and on a mission that originates back to 1912 and aiding in the detection of icebergs is a pretty special experience."

The extended IIP flight crew consists of two Pilots, a Loadmaster, two Mission System Operators, a Dropmaster, and one or two basic crew members. The Ice Observer (IO) team consists of four Ice Observers and a Tactical Commander. The Observers rotate between fore and aft positions on the aircraft. The RIOs (Radar Ice Observers) are forward in the flight station working with the Mission System Operators using Minotaur to scan for icebergs. The IOs in the back are visually scanning for icebergs and logging them into BergTracker for entry into BAPS. The HC-130J flies between 1000-5000 feet above Mean Sea Level at 180 knots during the search phase. The IRD operates between six and eight hours per day for nine days and then swaps with the next crew.

Minotaur allows aircrews to gather and process surveillance information that can be transmitted to other platforms and units during flight. The system was developed initially by the Navy and is used across multiple Defense and Homeland Security department platforms.

The US Coast Guard added the first Minotaur Mission System to its HC-130J fleet in 2013 with retrofitting of the first HC-130J, CGNR 2004, a C-130 based out of Air Station Elizabeth City. The Minotaur system enables more efficient tracking of icebergs. IIP first used Minotaur in the 2017 season. Minotaur employment is changing over time as the crew

goes through a continuous improvement process utilizing lessons learned in actual iceberg hunting. In addition to the Minotaur system, the HC-130J is equipped with the Automatic Identification System (AIS). The AIS receives information transmitted by AIS-equipped ships for identification and is used to differentiate vessels from icebergs on the radar.



MST2 Jacob Menard, Left Iceberg Observer, scans for icebergs.



MST1 Maya Cornel, Right Iceberg Observer, checks input into BergTracker.

Officially, an iceberg is a mass of freshwater ice floating in the ocean that extends at least five meters (16.4 feet) above the waterline. Anything smaller than this is classified as a “Bergy Bit” or “Growler.” These icebergs are from tide-water glaciers found in Greenland. No Atlantic icebergs originate from North America. The Coast Guard gets sea ice data from Canadian Sea Ice Charts and Canadian Sea Ice Limits for use in the daily Warning Products. Sea ice is frozen sea water. Generally, the presence of sea ice promotes the longevity of icebergs.

Once an iceberg is sighted, it is logged into BergTracker. The system then uses an algorithm to estimate and plot drift and deterioration. The icebergs in BAPS are

tracked until they are no longer a threat to navigation. A buoy system is used and periodically deployed from the HC-130J to monitor ocean currents, ensuring they are accurately depicted in BAPS. Mariners know IIP is tracking and reporting on icebergs and sea ice daily to ensure the safe passage of international maritime commerce and personnel to and from North America. It is in place to ensure the continued safety of marine traffic and to abide by the SOLAS treaty. The responsibilities of the IIP are outlined in U.S. Code Title 46, section 80302, and the International Convention for the Safety of Life at Sea (SOLAS) treaty.

The danger of iceberg collision is mitigated today due to the constant vigilance of The United States Coast Guard, the International Ice Patrol, and its member nations. It wasn't always that way. While the story of the *Titanic* is well known, the work to avoid future accidents is mostly unknown.

For the 2018 season, a total of 8,001 potential iceberg targets were reported, and after validation 6,248 targets were entered into the BAPS model.

Although this is a mission that is over 100 years old, “It is an exciting time for the International Ice Patrol,” said IIP Commanding Officer CDR Kristen Serumgard. She went on to say that the process of tracking icebergs is continually evolving. “We are refining the use of the Minotaur system, we are looking at new methods, and using new types of satellite data, new imaging analysis software, and iceBerg Analysis and Prediction System (BAPS) upgrades. We are continually improving our warning products.”

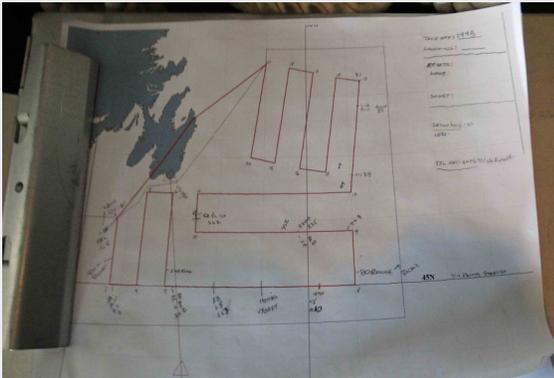
The critical iceberg line is an imaginary line of forty-eight degrees north latitude moving east from landfall out into the Atlantic Ocean. Forty-eight degrees north latitude is considered the northernmost boundary of the transatlantic shipping lanes. Any iceberg below 48N is a hazard to transatlantic navigation and is tracked and called out in the daily warning products sent to mariners.

Glaciers have been forming icebergs for tens of thousands of years in a process called “calving.” The calving process and the subsequent icebergs creating hazards to navigation were mostly ignored before April 15, 1912. On that date, at approximately 2:20 a.m., *RMS Titanic* sank 400 miles south of Newfoundland after striking an iceberg on its maiden voyage from Southampton, England. Over 1500 people died. The tragic events of *Titanic* led to the formation of the International Ice Patrol (IIP).

Before the *Titanic* disaster, there were many recorded iceberg collisions in the same waters near the Grand Banks where *Titanic* sank. The *Lady of the Lake* sank in 1833 with a loss of 70 lives. In the latter part of the 19th century, at least 14 vessels were lost and 40 severely damaged due to ice. Many whaling and fishing vessels were lost or damaged by ice and icebergs, and the events were not recorded. It was the *Titanic* disaster that pushed the international community to convene the first Safety of Life at Sea (SOLAS) Convention in 1914.

The SOLAS Convention set forth standards based on information gained from the *Titanic* disaster. SOLAS set forth requirements such as the number of lifeboats, a continuous radio watch, new construction standards, and global navigation standards. While the United States did not sign the 1914 document, the stage was set for future conventions and the United States eventually did become a signatory of the SOLAS agreement.

The IIP focuses on “Iceberg Alley,” the OPAREA (Operations Area) in an area off the coast of Newfoundland. IIP is responsible for guarding the OPAREA in the vicinity of the Grand Banks of Newfoundland, with its main partners being the North American Ice Service (NAIS), the Canadian Ice Service (CIS), the United States National Ice Center, and the Danish Meteorological Institute (DMI). The icebergs that move through the OPAREA have originated from glaciers in Greenland. They follow a one- to three-year voyage in the West Greenland Current to the Baffin Island Current and then into the Davis Strait, where the Labrador Current picks them up.



Iceberg Alley track notes, from MSTCS Kenneth Brockhouse, Tactical Commander, Ice Observers.

Originating in the Davis Strait of the Labrador Sea, the Labrador Current is a cold water current with low salinity. It flows south along the coast of Labrador, acting as the final conveyor belt moving icebergs from north to south and potentially into the transatlantic shipping channels.

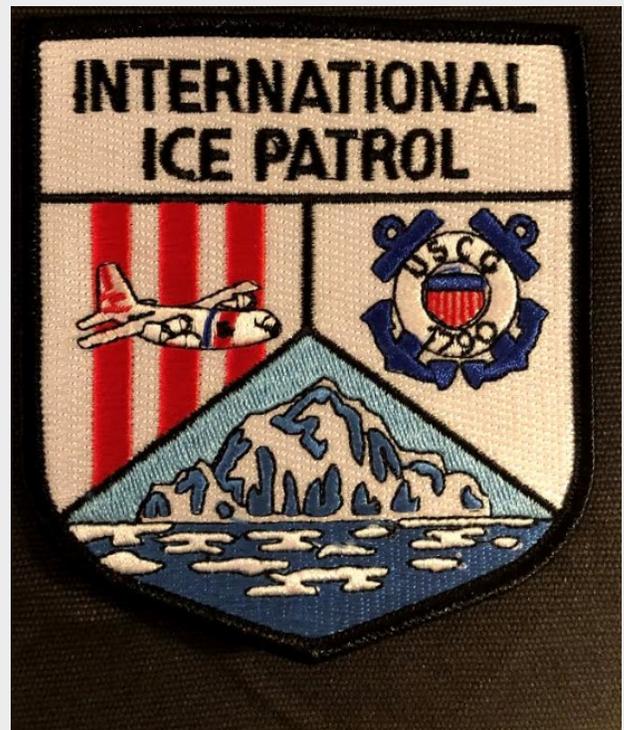
The OPAREA is a place where the Labrador Current and the Gulf Stream meet. As a result, this area is subject to very unusual weather patterns as the warm water and cold water collide southeast of Newfoundland. This collision causes fog, which at times makes it difficult to detect and track iceberg traffic. Such foggy weather necessitates the use of several iceberg detection sources.

The US Coast Guard gets iceberg sighting data using a layered approach from five primary sources. They are IIP aerial reconnaissance via Coast Guard HC-130J aircraft (the most accurate and reliable source), Canadian government reconnaissance, commercial aerial reconnaissance, satellite reconnaissance including Open Source, ESA (EU) Sentinel 1A and 1B, and CSA (Canada) Radar Sat, and lastly merchant ships.

The IIP team is continually sorting through the various iceberg sighting data for adds and deletes in order to provide the most reliable and accurate warning products. Their hard work has been rewarded. The International Ice Patrol and the U.S. Coast Guard have a perfect record. Since the creation of the International Ice Patrol in 1913, there have been no recorded collisions with any icebergs for vessels which have heeded the published iceberg limits in the vicinity of the Grand Banks. Dedication, perseverance and continuous improvement have kept transatlantic traffic safe from the hazards of iceberg collision for over 100 years.



Mission Commander LT William Philyaw and Co-pilot LT Keith Arnold flying the track, assisted by Loadmaster SCPO Jeff Holder.



PLYMOUTH THANKSGIVING PARADE

TEAM COAST GUARD WOWS SPECTATORS

Rona Trachtenberg, *New Bedford Flotilla 65*



Team Coast Guard proudly marches down Main Street to the applause and shouted thanks of spectators. (All photos GM2Ward Hawley)

On Saturday, November 23, 67 U.S. Coast Guard active duty personnel and 41 Auxiliarists from 10 different flotillas marched in the Plymouth Thanksgiving Parade and conducted Public Education and Public Affairs missions. This was the fourteenth year in a row that the Gold Side and the Silver Side have participated in the event. It has become a Thanksgiving tradition that Team Coast now eagerly looks forward to every year.

The Plymouth parade is the second largest in the country, after the Macy's parade in New York City. Tens of thousands of spectators line the parade route. The parade is also broadcast live by WCVB, Boston's Channel 5, and seen by viewers throughout all of New England.

The event is known formally as "America's Hometown Thanksgiving Celebration and Parade"—"Hometown" as

Plymouth, Massachusetts is where the Pilgrims stepped ashore and founded Plymouth Colony in 1620. It is unique in bringing alive America's rich heritage, from the seventeenth century to modern times, via floats and period-dress marchers. Next year, celebrations should prove to be even more special because they will mark the 400th anniversary of the Pilgrims' landing.

At 0930, on a cool but sunny day, Team Coast Guard mustered on Hall Street. At our head was the Coast Guard banner and Color Guard. They were followed by a 29 foot Response Boat—Small (RBS), which comprised the Coast Guard float. Those marching were tasked with "guarding" the RBS, that is, walking alongside and both in front of and behind it. Marchers in the front group, with a Coast Guard drill instructor at their side, were flawless and a particularly impressive sight.

PLYMOUTH THANKSGIVING PARADE

Two Auxiliarists, both members of Braintree Flotilla 12-5, were given the honor of riding in the RBS. One was Sally Snowman, who has served many years at Boston Light Keeper. In period custom, she has interacted with countless visitors to the lighthouse as well as traveled widely and spoken about its history to groups throughout New England. This past year marked the 300th anniversary of Boston Light. The other Auxiliarist was Kevin Ritchie, a ten-year member of Team Coast Guard's Color Guard. Ritchie was accorded the honor of riding for his long involvement with the Color Guard and their participation in hundreds of high profile presentations that he coordinated and commanded.

Ritchie stated, "As we headed down the last stretch of Main Street, before the turn to the reviewing stand, my pride began to swell as I experienced a view that took my breath away. Looking over our marching contingency, what I saw could be matched only by the first time I marched onto the field at Gillette Stadium to present Colors in front of 60,000 spectators at a Patriots game. I will always look back on this parade experience as a symbol of the great relationship that the Auxiliary has formed with our Gold Side ship-mates."



Christopher Melleby, Command Senior Chief, Sector Boston, receives a handshake from a spectator at the conclusion of the parade.

A Coast Guard Jayhawk helicopter passed over the parade several times, adding to the spectacle. As we neared the reviewing stand, the helicopter hovered over the water nearby. Over the public address system, we heard, "And now we have the United States Coast Guard and Auxiliary." Marchers smartly looked eyes right in passing the assembled dignitaries. There were smiles and thumbs up from Coast Guard and Coast Guard Auxiliary officials including CAPT Eric Doucette, Commander, Sector Boston; CAPT Scott Langum, Commanding Officer, Air Station Cape Cod; DCO Charlie Grossimon; and IPDCO Phil Kubat.

The parade officially ended when we passed Plymouth Rock. There was, however, still much work to be done. Active duty personnel had set up a tent and had many visitors stop by to say hello and ask questions during the rest of the day. The Auxiliary had its own tent a short distance away and conducted Public Education and Public Affairs missions. Before beginning, those in the tent even did a Risk Assessment to prepare for possible contingencies.

Some 250 visitors stopped by our Auxiliary tent. They thanked us for our service and asked questions about the Auxiliary and the various pieces of literature and items that we had available for them. "If Found—Contact" stickers, paddle tip reflector kits, and numerous pamphlets that we had on hand about boating safety were all very popular and they were distributed in large numbers. There were many discussions about the need to wear PFDs at all times while on the water, as well as what types are best for different kinds of boating and for children of all ages. Activity booklets were very popular too. Some children pulled parents and grandparents into the tent when they saw booklets on the table.

Natalie Braunstein, Cape Cod Canal Flotilla 11-8, one of the tent workers, summed up the experience for all of us, saying, "The day couldn't have been more perfect. With this splendid, successful event we all are looking forward to next year's 400th anniversary celebration in Plymouth."

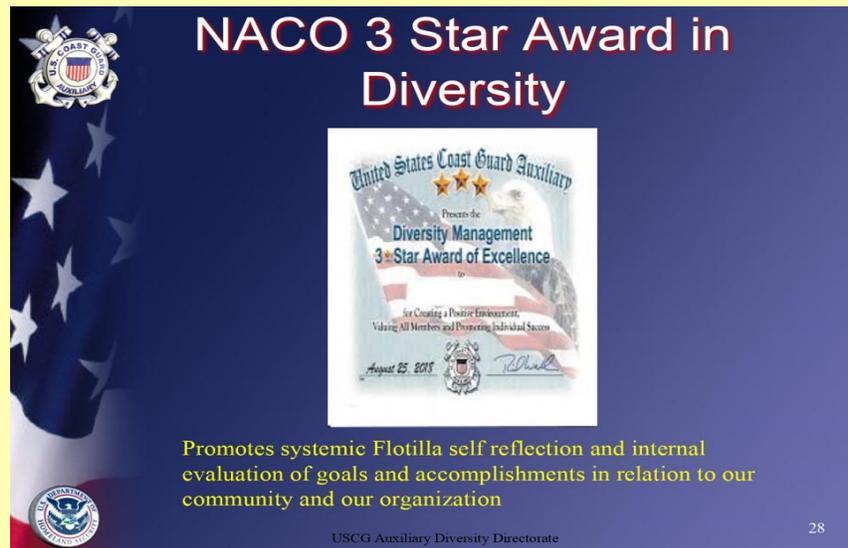


Auxiliarists Kevin Ritchie and Sally Snowman, Braintree Flotilla 12-5, aboard the RBS.

All along the parade route we were warmly greeted by spectators. Many applauded as we went by. Others shouted, "We love you," "Thank you for all that you do," and "Thank you for your service." Some even wanted to shake hands with us when we had finished marching.

NACO 3 STAR AWARD IN DIVERSITY: A Roadmap To Growing Flotillas

Richard Brady, DSO-DV



Looking through the application for the NACO 3 Star Award in Diversity for the first time can be a frustrating, disheartening experience. The process of documenting year-long flotilla activities and completing the application process appears pretty complicated. I speak from experience. A number of years ago, as Flotilla Commander of Chatham Flotilla 11-1, I initially read through the application but then set it aside. It seemed to require lots of work with little rewards. I thought it was impossible to reach the various requirements that were set forth in order to receive the award.

But then, as flotilla members and I reviewed all the things that we were doing on a regular basis, I realized that we already had achieved many of the Subgoals in each of the four Major Goals. Not only was the award within reach, with just a little extra effort, but the more we thought about it the more we also realized that it was a road map to developing a healthy, growing flotilla! This turned out to absolutely true. Over the past six years, Chatham Flotilla has grown from 67 to 73 members despite predictable retirements and other members moving away. We enrolled new members every year during that period, and we are the largest flotilla on Cape Cod and the Islands.

Another flotilla in the division, Woods Hole Flotilla 11-2, then decided to meet the goals of the 3 Star Award. Russ Gaskia, the Flotilla Commander, started the process of examining their own practices and implementing changes as needed. Andy Abbott, the FSO-DV, who was also FSO-HR, made changes in recruiting as well as new member mentoring. The

flotilla actively reached out into the community. Just this past year, 11-2 membership increased by 20 percent. There is a sense of optimism and enthusiasm in the flotilla with the changes that were made.

Applying for the 3 Star Award is really easier than it may look. Flotillas should realize, for example, that they need to achieve only four of the six Subgoals in each of the four Major Goals. You do not have to meet every Subgoal laid out in the application; you can pick and choose. Each Major Goal is a step toward the overall goal of Auxiliary readiness, the foundation of which is recruitment and retention. Goals 1, 2 and 3 are all about creating a positive environment, valuing members and promoting individual success. These are steps to successful retention. Goal 4 emphasizes outreach into the community where the flotilla resides. This is the area that demonstrates how effectively the flotilla recruits. Active involvement in the community facilitates successful recruitment.

The evidence is clear. Divisions that encourage their flotillas to appoint FSO-DVs and actively engage in diversity training are also the divisions that have flotillas that are growing and maintaining their membership.

If your flotilla is not growing, why continue to do the same things every year and expect a different result? Take a good look at the 3 Star Award and then use it as a guide in putting together your activities as a flotilla. Also, please feel free anytime to reach out to me, your DSO-DV, for questions regarding the award as well as the AUX Diversity mission.

MEMBERSHIP RECRUITMENT & RETENTION

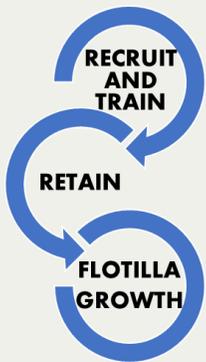
SUPPORTING NEW MEMBER SUCCESS IN FLOTILLAS

Dewayne Roos, DSO-HR

**Q: The _____ is the basic unit of the Auxiliary.
A: Flotilla.**

That, you may recall, was a question and the correct answer on the New Member Exam that you took when joining the Auxiliary.

The flotilla is **the** operational unit, the very foundation, of the Auxiliary, and the Auxiliary itself lives or dies with the success or failure of our flotillas. There may be many important things that happen up the chain, but none of this can exist without flotillas. Every Auxiliarist is required to belong to a flotilla and attain one or more qualifications. Even the National Commodore must be certified in some mission area. Also, it is the flotilla that is responsible for the recruitment, training and retention of Auxiliary members. Our flotillas may not always get the recognition and credit they deserve, but nevertheless it is important that all of us realize how vital they and their success are.



In order to grow, flotillas must have active programs that continuously support **recruiting and training**, plus **retention**.

Let me focus, in this article, on retention. It is vitally important that we support the needs of new members, in order to keep them in our flotillas. In the last decade the Auxiliary has been hemorrhaging members, going from 34,500 ten years ago to 24,000 last year. While it appears that we may be slowly making progress in turning this around, we have a long way to go.

With the growth of recreational boating, especially paddlecraft, the need for the USCG and the Auxiliary is increasing each and every year. Luckily for us, along with this growth, our pool of potential new members is greater than ever before. We need to recognize, however, that when boaters do become interested in the Auxiliary and join our flotillas, we then must commit ourselves to meet their needs, keep them interested and otherwise support them in every way possible. Only by doing all these things will we be able to produce member success and flotilla growth.

How, specifically, can we support new members? How can they quickly become assimilated into flotillas,

embrace the myriad of training opportunities available and feel that they are contributing to the Auxiliary, the Coast Guard and the public?

Some of the ways that we can help are:

- ▶ Participating in new member orientation.
- ▶ Making sure new members have mentors.
- ▶ Supporting new members in obtaining initial qualifications.
- ▶ Assisting new members in finding and making use of AUX web sites and web materials.
- ▶ Regularly touching base with new members and offering encouragement and support.
- ▶ Seeing that new members receive recognition and are rewarded for their accomplishments and successes.

If you are a new member and have questions or need assistance, reach out first to shipmates in your units. The district HR team and I myself are also available to help you. If you are progressing and have feedback or suggestions, we would like to know that too. Needless to say, even if you are an old hand, not a new member, and you need help or have feedback, please let us know.

I am a Self-Proclaimed Broken Record on referrals. We need them! All referrals are vital and appreciated! Please also remember to promote and actively make use of the new "Recruit 1" program in your flotillas. It's an excellent program, aimed at engaging all current Auxiliary members in the recruiting process.

Finally, as your newly appointed as DSO-HR, I would like to say that I am truly gratified by the support, feedback, questions and suggestions I've received already. Please do not hesitate to contact me anytime using my AUXOFFICER email address or phone number.



Photo William Bell

NAVIGATION CHARTS

NOAA TRANSITIONING TO ELECTRONIC CHARTS

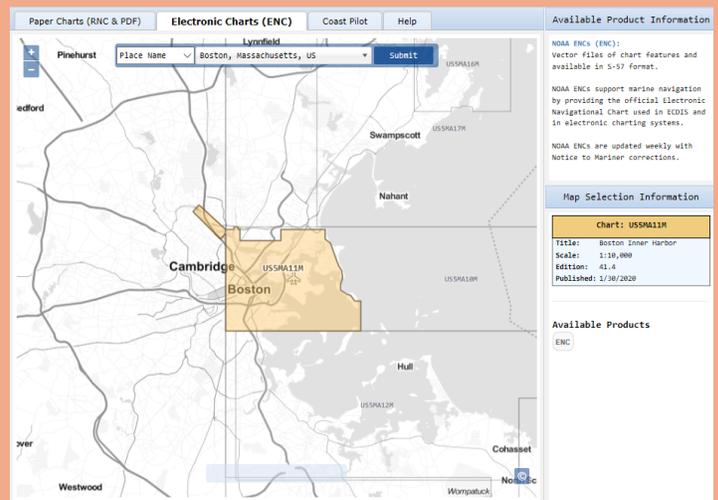
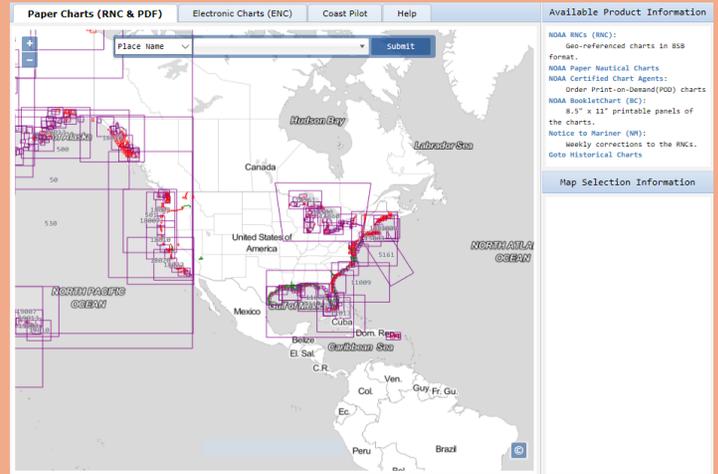
John Collins, SO-PE 4

Starting this year, the National Oceanic and Atmospheric Administration (NOAA) is transitioning to Electronic Navigation Charts in ENC data format. ENCs are vector data sets, originally designed for large commercial ships using electronic charts systems. ENC is the data format used by electronic chart plotters. This change will improve the level of detail and consistency. ENCs are produced by many countries besides the United States. The transition by NOAA is scheduled to be completed by January 2025.

The first government nautical chart was produced in 1835 by the U.S. Coast and Geodetic Survey, one of the agencies rolled into NOAA's formation in 1970. Until recently, nautical charts needed to be purchased from an authorized dealer such as Fred Woods in Marblehead and James Bliss in Boston. These charts were often out of date the day after they were printed. In today's electronics age there are fewer and fewer chart dealers. Now, however, you can download charts at www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml, in PDF format and as raster charts (RNCs). These are often updated weekly.

NOAA will still provide access to paper chart products based on ENC data either through third party sellers or through the NOAA Custom Chart system. The NOAA Weekly Chart Updates page, distribution.charts.noaa.gov/weekly_updates/, shows areas that have changed on each ENC since the last new one was published.

There is also an online NOAA Custom Chart prototype demonstration application that lets you create your own paper charts with NOAA ENC data. You can define the scale and size of the custom made charts, then download them in PDF format for printing. To do this, go to devis.charttools.noaa.gov/pod/.



NUTRITION AND WELLNESS: An Interview with Laura Arnold, M.D.

Rashid Ashraf, AUXFIT Assistant Team Leader

Author's note: In our AUXFIT series on exercise, health and wellness we turn our attention to nutrition. Proper nutrition is essential to good health, and having basic knowledge about the subject can help us all make good decisions. Joining us in our series, by telephone interview, is Laura Arnold, M.D. Dr. Arnold is Board Certified in Family Medicine. She is also one of the first physicians in the U.S. to be Board Certified in a new, international specialization, Lifestyle Medicine. On occasion Dr. Arnold consults with our AUXFIT program.

This interview has been shortened and edited for *Nor'Easter*. The full version can be found at a013.uscgaux.info/members/AUXFIT.htm.

As a doctor specializing in wellness medicine how have you seen the field of wellness medicine develop over the years of your practice, and how do you advise your patients in obtaining optimum health?

I see many patients every day in my clinic suffering from various chronic diseases. As medicine has evolved since I graduated in 1984, there are more and more drugs, more and more highly detailed imaging available, more medical specialists and more invasive treatment options available. All of these come with a burden of cost, side effects, incidental findings, fragmented care, and serious or fatal complications of procedures. These burdens might be worth it if Americans were remarkably more healthy than anyone else. However, this is not the case. Almost all industrialized countries in the world beat us in measured health statistics. We spend more money on health care per person than any other country on earth yet fail to see superior outcomes, compared to countries that spend far less per person. It turns out that investing money on lifestyle—healthy dietary habits, social engineering to increase activity, managing substance abuse as a disease, and focusing on population well-being—are a far more effective way of improving everyone's health.

With every patient, I begin by asking questions about their health goals, what their challenges are, and what areas they would like to be better or make changes in. Patients must choose what is important to them, and then I work with them to take steps to improve some aspect of their lifestyle. I believe this is a process that must be driven by the patient, with *them* telling *me* what they would like to do. It is time for each of us to stop and assess what is actually meaningful in our lives. Once we understand that, then we can make conscious changes to improve the quality of our lives. Healthy lifestyle does not mean you will live forever. Healthy lifestyle means you will get to live a healthy, energetic, fulfilling life for as long as you live, largely free of suffering from disease.

The USDA has moved away from the Food Pyramid to "My Plate." What are your thoughts about this?

Unfortunately, the government-sponsored Food Guidelines are heavily influenced by the food industry. A better guide would be the Canadian Diet Plate, which is based on dietary research. This is also true of package labeling; most of the front of food packages is misleading if not outright false. This has involved a political choice made at a national level in the interests of large commercial food manufacturers. Individual consumers are misled by this product labeling, making healthy food choices even more confusing.

I advise my patients to follow some very simple rules taken from Michael Pollan, the author of *Eat Food*. **Eat real food.** This means eat whole, naturally occurring foods, nothing added, nothing taken out. An apple is food. Apple flavored breakfast cereal, however, is not. **Don't eat too much.** Avoid overeating, avoid or limit amounts of high calorie density foods such as snack foods and sweets. **Eat a lot of plant-based foods.** For the vast majority of human existence, it is clear that our diet has been dominated by whole, directly harvested plant foods. Despite the Hollywood image of the mighty hunter bringing home the kill to feed the family, the reality is that 80-90 percent of calories that so-called hunter-gatherers ate were from plants. In truth, we should call these people gatherer-hunters instead. The real heroes of the movies should be the elders, women and children who dug, foraged and picked plants to feed the 20- to 30-person social groups that most people lived in. It was rare to have a large animal to eat. Meat, when available, came from small animals and fish, and it was shared among many individuals. All grain



Laura Arnold, MD, ABFM, IBLM

seeds would have been whole grains, soaked or ground to allow eating. The only sugars would have come from wild fruits and honey. This is the true “paleo diet” that tens of thousands of years of evolution have designed for us to thrive on.

This leads me to my next question. Exactly what types of food should we be eating?

Currently, I think that people are suffering from what can be labeled “macronutrient confusion.” Advice about dieting has changed many times as data have been published and then popularized by the media. These days, food “fads” seem to have a life of their own as social media spreads “information” at the speed of light. Let social media influencers post about the diet that they follow, or the food that they consider evil, and suddenly thousands if not millions of people are lining up like lemmings to follow them over the cliff. It is hardly a wonder that people are confused about what to eat. I try to keep the message simple. There are no evil foods, just some foods that are healthier for us while others are not. The general goal is to eat from whole plant sources. **Avoid packaged, processed, artificial ingredient foods made of sugar, refined grains, fats and salt. Focus on whole fruits and vegetables, whole grains, beans and legumes. Drink water. Try to get 50 to 75 grams of fiber per day from the foods that you choose.** Also, do not worry about protein per se. There is plenty of protein in plant-based foods. It may surprise you, but even complete vegans get more than enough protein.

The global dietary supplement industry is projected to reach \$278 billion by the year 2024, as people search for ways to improve their health. Is there any benefit to taking supplements if you eat a well-balanced diet with fresh natural ingredients?

A large meta-analysis of dietary supplements, just recently released, showed no benefit in general and increased risks of harm in some cases, from many supplements. The conclusion was that people should not take vitamins or supplements UNLESS they have a documented nutritional deficiency that they have reviewed with their medical provider.

Also, many independent studies of over the counter (OTC) supplements have shown that up to 50 percent contain ingredients at level different from what is stated on product labeling. Some actually have zero percent of the main ingredient. Others contain prescription drugs. By law, supplements are not FDA-regulated. Consumers are completely at the mercy of manufacturers’ honesty—or lack thereof.

Study after study proves that real food contains beneficial nutrients and they are far superior to any supplement. Blueberries are a terrific, healthy food. Sadly, the blueberry lobby does not possess the financial resources that the supplement industry has and can bring to bear.

What final advice do you have for readers to take away, to improve their health?

My recommendations are:

- ▶ **EAT REAL FOOD. NOT TOO MUCH. MOSTLY PLANTS.** (Michael Pollan)
- ▶ **BE ACTIVE. BUILD MUSCLE. PRACTICE BALANCE. STRETCH.**
- ▶ **SLEEP AT LEAST SEVEN HOURS PER NIGHT.**
- ▶ **IDENTIFY STRESSORS IN YOUR LIFE. FIND WAYS TO ELIMINATE, RESOLVE OR AT LEAST REDUCE THEM.**
- ▶ **MEDITATE OR ENGAGE IN OTHER RELAXATION TECHNIQUES.**
- ▶ **BE INVOLVED IN ACTIVITIES THAT ARE INTELLECTUALLY STIMULATING AND EMOTIONALLY REWARDING FOR YOU.**
- ▶ **SEEK HAPPINESS.**

PHOTO CORNER



On October 30 Team Coast Guard Color Guard presented the Colors for the National Anthem at TD Garden, Boston, for an NBA matchup between the Boston Celtics and the Milwaukee Bucks. The next day, Celtics management sent the Color Guard an email complimenting them on an outstanding performance. Pictured, left to right, are Auxiliarist Kevin P. Ritchie, FA Sean M. MacDonald, BM3 Andrew Taylor, SK3 Ian Villagomez, and LTJG Lucy M. Daghir. (Photo Boston Celtics)



Members from Woods Hole Flotilla 11-2, along with USCG Station Woods Hole active duty personnel, marched in the 56th annual Falmouth, Massachusetts Christmas Parade on December 6. Leading the contingent was BMC Brad Wilcox, Officer-in-Charge, Station Woods Hole. The parade is billed as the largest Christmas parade in all of Southeast New England. (Photo BMC Brad Wilcox)



Auxiliarists from throughout the district participated in Wreaths Across America, honoring our country's veterans, in December. Left: Walter Hanson, Portsmouth Harbor Flotilla 28, helps move remembrance wreaths outdoors at the Albacore Park Memorial Garden, Portsmouth, New Hampshire. (Photo Gene Grossi) Right: Kathleen Sage, Chatham Flotilla 11-1, lays a wreath on a grave at the Bourne National Cemetery, Bourne, Massachusetts. (Photo Kyle Takakjian)





BOY SCOUTS OF AMERICA®

U.S. Coast Guard Auxiliary Public Affairs

**United States
Coast Guard
Auxiliary**



Date: November 12, 2019

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PR@scouting.org

Boy Scouts of America

<http://www.seascout.org>

Contact: Bruce Johnson

Coast Guard Auxiliary POC

Phone 410-707-1682

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U.S. Coast Guard Auxiliary and the Boy Scouts of America Announce Sea Scouts as the Auxiliary's Official Youth Program

IRVING, TX (November 12, 2019) – The U.S. Coast Guard Auxiliary and the Boy Scouts of America have announced the official roll out of the Auxiliary's Sea Scouts youth development initiative, which integrates members of Sea Scout ships (units) into Auxiliary shore-side and underway training and missions both shoreside and underway. In 2018, the Boy Scouts of America (BSA), the Coast Guard Auxiliary, and the Coast Guard Auxiliary Association signed a Memorandum of Agreement (MOA) establishing BSA's Sea Scout program as the Auxiliary's official youth program. The agreement broadens the Auxiliary's efforts to reach out to young boaters and encourages them to consider Coast Guard and maritime careers.

"Designating Sea Scouts as the official youth program of the U.S. Coast Guard Auxiliary is the most important initiative the Auxiliary has ever undertaken. I believe working with our Sea Scout partners will bring new opportunities to both groups," said Larry King, Auxiliary National Commodore.

"Working with the U.S. Coast Guard Auxiliary will give Sea Scouts an opportunity to benefit from Coast Guard seamanship and vocational training, while giving Sea Scouts a unique introduction to the Coast Guard," said T.W. Cook, Sea Scout National Commodore.

Recognizing Sea Scouts as the U.S. Coast Guard Auxiliary's official youth program provides a number of important benefits, including:

Auxiliary flotillas are encouraged to support existing Sea Scout ships and to establish new Sea Scout ship where there are currently none.

Working with Auxiliary members greatly enhances the resources available to youth in the Sea Scout program by engaging more adult leaders with seamanship skills, training and access to vessels into the program.

All Sea Scouts and Sea Scout leaders who participate in activities in support of recreational safe boating in accordance with the Agreement will be accepted as Associate Members of the Coast Guard Auxiliary Association ("AuxA"). Any Sea Scout at least 14-years of age may apply for Coast Guard Auxiliary membership. The minimum age to join the Auxiliary remains 17 years old for non-Sea Scouts.

CORRESPONDENCE

(Cont'd from preceding page)

Auxiliary programs will facilitate advanced science, technology, engineering and mathematics oriented training (STEM).

Details of these changes and more are available on the Auxiliary's AuxBWiki website at: http://auxbdeptwiki.cgaux.org/index.php?title=Sea_Scouts .

Starting with an initial MOA, which established a framework for cooperation between the two organizations, the BSA and Coast Guard Auxiliary have been working together to promote recreational boating safety as well as to share communications and human resources over the past decade.

"The BSA is proud to continue our partnership with the U.S. Coast Guard Auxiliary as we continually strive to improve leadership development, real life skill building and unique STEM training through the Sea Scout program," said Patrick Sterrett, Assistant Chief Scout Executive and National Director of Field Service of the Boy Scouts of America.

For more information about the Sea Scout program or to find a Sea Scout ship near you, visit www.beascout.org.



TIPS FOR AUTHORS AND PHOTOGRAPHERS

Wes Baden, DSO-PB

Nor'Easter is always on the look out for good articles and photographs. We welcome your submissions. You do not need to be a unit leader, publications officer or public affairs officer to submit material for publication in *Nor'Easter*. All members are invited to create articles and take pictures and share them with our readers.

The following tips make it more likely that submissions will be used. They definitely ease the considerable workload of the *Nor'Easter* Production Team.

- All material should present the Auxiliary and Team Coast Guard in a strong, positive light.
- Subject matter should be timely (no old news) and preferably fit in with the yearly quarter and season in which *Nor'Easter* appears. Example: An article about paddlecraft safety is most appropriate for the Spring or Summer issue.
- We especially welcome stories and photographs about individual units and members who have received or are due special recognition for their unique service and accomplishments.
- Also, we welcome Best Practices articles, where office holders and units can share success stories with others throughout the district. Hypothetical example: "300 Percent Increase in Boating Safety Class Attendees This Year— How We Did It."
- Articles and photos about any aspect of Job #1, Recreational Boating Safety, are always desired.
- Articles showing how Auxiliarists support and work alongside active duty personnel in the district are very much appreciated.
- *Nor'Easter* seeks to promote and educate readers about all the many diverse mission areas within the Auxiliary, some of which may be relatively unknown but just might whet a reader's interest and prompt that person to join the mission.
- We are overdue for material highlighting Fellowship, which members always say is one of the things that they enjoy most about the Auxiliary.
- Recruitment, training, retention, uniform wear and AUXFIT are subjects of particular relevance at the moment.
- Non-copyrighted graphics—charts, tables, illustrations, etc.—always spice up submissions and make articles visually interesting for readers.
- Smart phone photographs are acceptable, but leave room for cropping (by us, not you) and make sure the file size is 1 MB minimum (we also will reduce file size for publication in *Nor'Easter*). Also, make sure that captions are written for all photos—who, what, where, when, why. All Auxiliarists must be in correct uniform for the occasion. Photographs with minors in them are generally not permitted. Know the strict, legal rules for photos of children ahead of time.
- Great resources for those seriously interested in writing for *Nor'Easter*—all of which can be found on the National Public Affairs web site—include the CGAUX Public Affairs Guide, the Publication Officers Guide, and the USCG PA Style-book. Also, AUX 20 and AUX 23 are excellent training courses available online.

CONTRIBUTORS



Rashid Ashraf, Constitution Flotilla 53. Rashid has written numerous AUXFIT articles for *Nor'Easter* and promises more in the future. He is an AUXFIT Team Leader. In addition, he serves as ADSO-DV, SO-DV and FSO-DV. Rashid defines the AUXFIT and DV mission areas as respectively "Encouraging the health and wellness of all members" and "Building a culture of acceptance by valuing the uniqueness of each individual member."



Richard Brady, Chatham Flotilla 11-1. Richard, who also answers to the name Bruce, has been active in the Diversity mission since joining the Auxiliary in 2012. He has held the positions of FSO-HR, VFC and FC in the flotilla as well as SO-OP, SO-DV, ADSO-DV and SO-DV in Division 11. He currently serves as DSO-DV. Richard also is qualified as Coxswain, Vessel Examiner and Instructor.



Ted Chatham, Boothbay Harbor Flotilla 25, has been an Auxiliary member for 15+ years. Ted has the distinction of not only having served in various leadership positions but created three more that did not exist before and he then filled: D1NR Surface Operations Planning Chairman, SNNE Aviation Liaison and National Staff Branch Chief for Auxiliary Coast Guard Recruiting Support.



John Collins, Marblehead Flotilla 43. John serves as SO-PE in his division and FSO-MS in his flotilla. He holds B.S. and M.S. degrees in Electrical Engineering. He plays in several bands and has personally sounded Taps for 6,200 veterans. John is a frequent contributor to *Nor'Easter*, with an emphasis on articles that, in his words, "hopefully prevent people from doing stupid things."



Russ Gasdia, Woods Hole Flotilla 11-2, joined the Auxiliary in 2007. He is a lifelong boater, destined perhaps to have become an AUX member because of three uncles who served in the Coast Guard during World War II. Russ has held numerous positions in 11-2, and currently he is in his second year as FC. He also is the Auxiliary Unit Coordinator for Station Woods Hole, Chair of the division Awards Committee, and qualified as Vessel Examiner, Program Visitor, Instructor and Boat Crew. He has earned the RBS device as well.



Dewayne Roos, Northampton-Westfield Flotilla 96, is a Coast Guard Academy Admissions Partner. He currently serves as DSO-HR and, in his division, as VCDR, SO-HR, SO-PA and SO-PB. "I've always loved the water," he says, "even more so after moving from Nebraska to New England in the early '70s."



Rona Trachtenberg, New Bedford Flotilla 65, is a 15 year member of the Auxiliary and has served as FSO-PA, FSO-PB, SO-PA and SO-PB. Rona is a sailor, freelance journalist, Certified Nursing Assistant and, in her capacity as *The Compassionate Organizer*, she helps clients declutter and downsize. She holds two MBA degrees. She is particularly passionate, she says, about marching in parades and being in the Color Guard.



Michael Wendelin, Constitution Flotilla 53, is currently an Observer Trainee in AUXAIR. To date he has flown 4.8 hours of Marine Observation Missions. He also serves as FSO-HR and is a Coast Guard Academy Partner. Michael served in the U.S. Navy as a C-130 Loadmaster. He joined the Auxiliary in 2016.

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 2020

| | | | |
|-------------|----------------------------|------|--|
| February 21 | District Board and Staff | 1900 | On line |
| March 6-8 | D-Train | | Gurney's Resort, Newport, R.I. |
| April 24 | District Board and Staff | 1900 | On line |
| May 3 | Awards Banquet | TBA | Salvatore's, Lawrence, Mass. |
| May 15 | District Board and Staff | 1900 | Assabet Valley RHS, Marlborough, Mass. |
| May 16-22 | National Safe Boating Week | | |

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

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