



Nor' Easter

United States Coast Guard Auxiliary

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

Spring 2021 Issue



UNITED STATES COAST GUARD

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United States Coast Guard Auxiliary

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FROM THE EDITOR'S DESK:

Summer solstice means a change of season. Boat yards have been making ready customers' vessels, and mooring fields are filling up. Bluefish have been moving north to find cooler water. New England fishers, both recreational and commercial, are getting ready for this migration. There is also a migration of people... some New England towns see their populations double in summer!

And so we too, the CG Auxiliary, are getting ready--- ready to serve the recreational boating community. Now comes the time when our planning and anticipation during the winter finally pays-off!

The *Nor'Easter* Production Team hopes that you enjoy this issue. Your comments and feedback are appreciated. We actively seek stories and photographs for upcoming issues. Please contact us with your ideas, works in progress, or already completed articles that can be included in the next issue.

Thomas Broderick, DSO-PB

Leslie Schwartz, ADSO-PB SNNE

Richard Keating, ADSO-PB SBOS

ON THE COVER: Snoopy and his sidekick Woodstock with their fair feathered friends enjoying a day out on the water together.

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COMMODORE'S MESSAGE

Spring has passed us and summer is here. Indeed, the sun has moved past the equator and headed north toward us. As we have implemented COVID Update Number 7, operations will soon begin if they have not already done so.

All who are interested in what we do welcome our return to many and varied missions. It's been over a year since we have been fully operational. While many of us have acquired new skills and abilities through virtual classrooms and PowerPoint presentations, some of our existing skills will need sharpening.

For tasks that are perishable — those that require constant use to stay sharp lest we lose our edge — please reach out if you have any questions about your level of proficiency.

Our staff, for qualifications and/or operations, can help make sure you have the highest level of proficiency attainable as we move further into this summer season and beyond.

This applies to all aspects of your Auxiliary experience, from culinary services, vessel examinations, program visits, operations, and marine safety, to all the other things we do daily.

I look forward to in-person activities, including meetings, increasing in frequency as we move forward.

Planning for in-person District Board & Staff meetings starting in late September has already begun, and as of this writing, NACON is set to hold its first in-person meeting in late August. As we reconstitute, please follow all guidance so we all stay safe and can continue being the force-multiplier that we are. Thank you for your patience; hopefully we can all get together soon.



Welcome back! After what seems like years, it is truly a pleasure to welcome back the Coast Guard Auxiliary!

All around our District it is wonderful to see Auxiliarists back in the watch room, back at a stove, back behind the helm, and back in the air. Just this week I've seen patrols, exercises and ceremonies where members are smiling and working hard. At Station Cape Cod Canal alone I saw seven Food Service members and two trainees working on preparations for a Change of Command. Also present was an AUX on watch, and an AUX photographer. Are we welcomed? Well, both the Command Master Chief and the Sector Captain requested the Auxiliary to prepare *their* COC right then!

Sector Boston is underway with classes, VSCs, and patrols; Sector Northern New England is conducting Program Visits, Harpats, and re-establishing connections with active duty. And Sector Southeastern is busy planning an in-person STrain. The Auxiliary is alive and well.



If you haven't been vaccinated, I encourage you to do so. We would like all our members to be safe and back on the job. Kudos to the Flotilla Commanders and DCAPTS who handled the 7101A forms so expeditiously. And a special thank you to Auxiliary Affairs Specialist COMO Charlie Grossimon for being so efficient and always answering the phone: Our DSO-FS needed to confirm that nine AUX-FS had their vaccinations, and it took just one call to Charlie. Likewise, an AUX request for a new ID card took only four days. Talk about member service!

Be Well my Friends. . .

DISTRICT CHIEF OF STAFF'S MESSAGE



Auxiliary Paddlecraft Program (AUXPAD)



AUXPAD AFLOAT

Get involved as an AUXPAD Operator!

The front cover of this issue of the *Nor'Easter* illustrates being with friends and enjoying a peaceful, quiet day on the water. Snoopy, Woodstock and their pals are out exploring together. They're discovering new things that make up the world they live in, such as tides---and how tides can take them for a ride. They may spot seagulls fighting over oyster shells, or they might discover a cove and name it "Pirate's Cove" (what else?!). Maybe they'll wonder what lies on the far side of a barrier island, or they'll want to discover other "secret" coves. All this and more waits to be discovered for the first time by a new paddlecraft enthusiast.

Exploring and discovering is part of what makes us human, as does wanting to be with others. What better way to do this than on the water? So our job as Auxiliarists--- our number one job--- is to make exploring as safe as it can be. And who better than we, who are perhaps the most enthusiastic of all, to help keep people safe? The AUXPAD Program seeks Auxiliarists to be on the water, pull-up alongside "explorers", start a conversation about safety, and provide information. Everyone needs some form of help, such as answers to recreational safety or directional questions.

Those who are new to the sport as well as those who are seasoned need to be reminded how to explore and be safe at the same time.

We hope you will consider participating in AUXPAD on the water. Information on the following pages provides the information you'll need to join this important (and fun) program.

AUXPAD AFLOAT (Continued)

AUXPAD'S Mission & Facility

AUXPAD is:

- ...Extending boating safety outreach to the paddlecraft community
- ...Encouraging operators of paddlecraft vessels to wear life jackets and comply with required Coast Guard safety equipment
- ...Placing qualified AUXPAD operators in direct contact with recreational paddlecraft users on the water
- ...Promoting recreational boating safety by personal example by allowing Auxiliarists to develop networks and assimilate into the paddlecraft community

AUXPAD Facilities are:

...Kayaks approved by the Director of the Auxiliary (DIRAUX). The kayak is your own offered-for-use, the kayak cannot be inflatable nor collapsible. Canoes, stand-up paddleboards, rafts, boats, or any watercraft powered by oars cannot be AUXPAD facilities.



Photos Courtesy of USCG's Boating Safety Division at www.uscgboating.org



Photos courtesy of Don Goff, USCG Aux

AUXPAD Equipment:

The list below will give you an idea of some of the equipment needed for a facility kayak. Depending on weather conditions, time of year, and mission, you and the District's AUXPAD facilitator (Bob Amiro) will decide what is needed for your AUXPAD mission.

Life Jacket (Type III or V PFD) -Brightly Colored Life Jacket with Whistle

Auxiliary Markings on Rear and Front of PFD

Waterproof VHF Radio

Cell Phone in Waterproof Container

Flashlight or Headlamp

Deck Lines (Required) In Good Condition

Portable GPS & Compass - Hand Held or Mounted

Self-Rescue System (Know How to Use It)

Bulkheads/Airbags/Flotation

Spray Skirt

Manual Pump for Dewatering

Rescue Throw Bag with 30' Polypropylene Line

Personal First Aid Kit for Water

Spare Paddle

CG Issued Strobe W/ Velcro on Back

Emergency Survival Blankets (2)

Signal Mirror

Towline 30' Polypropylene

Knife 3" Min

Chart of Local Area

Pre-Underway Checklist

Pen & Pencil (Waterproof)

Notebook/Logbook

Personal Locator Beacon (PLB)

USCG Auxiliary Patrol Signage

Visual Distress Signals (As Required)



Photo courtesy of Robert Amiro, USCG Aux



Photo courtesy of Don Goff, USCG Aux

AUXPAD Training:

Listed below are some of the training requirements. Again, for a better understanding, please contact Bob Amiro.

1. Physical Fitness Assessment:
Complete a 5-mile trip in 3 hours or less
2. Must be qualified (BQ)
All Core Training must be complete
Pass an open book CGAUX Navigation Rules Course
3. Complete Boat Crew Member tasks:
Operate a VHF-FM Radiotelephone and give a position or operational report
4. Must complete the following American Canoe Association courses:
Level 1 Introduction to kayaking
Level 2 Essentials of Kayaking



Photo by Veronica Goff

Don Goff of Flotilla Occoquan-Fairfax, Virginia (District 5SR) demonstrates some of the equipment an AUXPAD operator must carry.

If you think you would be interested in becoming an AUXPAD operator, contact Bob Amiro ASAP!

AUXPAD Donations:

Need more garage space? Could your back yard shed use a cleaning out? Is your kayak taking up too much space or not being used as much as it use to be?

You can donate your kayak to an a Auxiliary member who will become part of AUXPAD.

Please call Robert Amiro, our District's AUXPAD coordinator. His phone number and e-mail address can be found in AUXDATA II and the Auxiliary Directory.



Photo courtesy of Top Kayaker Shop, Tamworth, NH

Vessel Safety Checks



Staying Safe --- One Kayak at a Time

Why Should We Do Vessel Safety Checks On Kayaks?

By Robert Amiro, District Staff Officer for Vessel Exams

Last year in New England there were forty-nine recreational boating fatalities, twenty-six of which were related to the growing sport of paddlecraft. Twenty-four of these were not wearing life jackets, and twenty-four people might therefore still be alive to-day had someone done Vessel Safety Checks on their paddlecrafts and explained the importance of wearing an appropriate life jacket. Every time we do a Vessel Safety Check on a paddle craft it is a chance to educate the public on how to be safe on the water. Vessel Safety Checks are an integral part of Recreational Boating Safety, and are an educational process.

Take a good look at the 7012A form. Yes, there's the Checklist.

Yet following this format offers Auxiliarists so much more than that: It's an opportunity to discuss many potentially life-saving topics. It's the conversation that comes *after* the checkmark that makes the difference, and will make it an educational experience.

Flotation fore and aft? CHECK! But it's the friendly conversation that changes attitudes.

A white light if out at night? CHECK! But it's the *discussion* that allows a recreational boater to really *see the light* and say "I understand, thanks for that information."

The list goes on, and the learning experience continues:

A water bailer: CHECK! ..."Are you dressed for being on the water? Do your loved ones know where you are going? Do they know who to call if you don't return by a certain time?" Suggest that boaters leave a float plan on the fridge to let everyone in the household know where they're going, what time they are expected back, and contact information. "Can you self-rescue if you capsize? Do you have an emergency kit in a dry bag, including extra clothes in case you get wet? Do you have a knife and a first aid kit? Do you have an "IF FOUND" sticker?"

CHECK! CHECK! CHECK! And they're off... for a great time on the water with their copy of 7012A, a VSC decal, an "IF FOUND - CONTACT" sticker, and, the knowledge that it takes to be safe on the water.

OUR JOB IS TO SAVE LIVES, SO LET'S DO IT!!

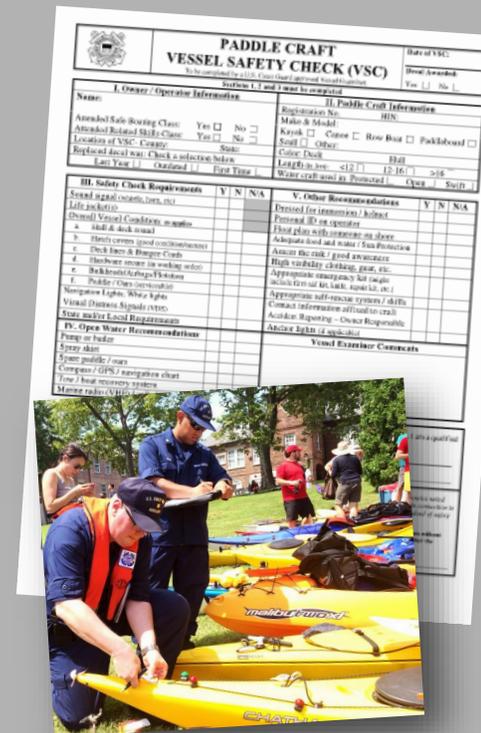
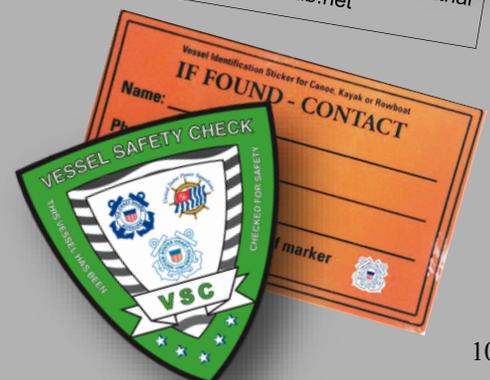


Photo Courtesy of The U.S. Coast Guard.



Photo by Tech. Sgt Christopher Hubenthal U.S.C.G at www.dvidshub.net



Float Plan



Not Home in Time?

Whom To Call?

By Robert Amiro, District Staff Officer for Vessel Exams

Whom do you call if a family member doesn't arrive home at the designated time? The U.S. Coast Guard recommends that you dial 911, as in any emergency situation.

Planning ahead of time is the important part of a FLOAT PLAN. So before you head-off with your kayak on top of your car, make sure you include the telephone numbers of local authorities on the float plan. For example, the phone numbers of the harbormaster and park ranger in the area where you plan to kayak would be helpful. Just remember, however, that those phone numbers might be 9am to 5pm numbers only, so 911 is the best call.



911 logo courtesy of The National Association of State 911 Administrators



Photo from Safe Boating Council at www.safeboatingcouncil.org

Paddler's Checklist



Things Not to Ignore

In life there are all sorts of things that we ignore and try not to pay attention to, we just want to go on our way and not bother with certain things. “I’ll get to that later when I have more time.”

That “time to change the oil” light symbol that appears on our car dashboard is one of them. “I can wait on that.” Or what about going to the dentist, I definitely want to put that off for another time.

Usually, the things we pay attention to are the things we like doing. It’s easy putting off cutting the grass and going for a boat ride. The grass can wait.

So it’s easy for paddlers to rush out with family and friends for a day on the water and not pay attention to certain things. I could come up with a long list of things. I know you could too.

So it’s our job, our number one job, to remind paddlers not to put those things off. What things? The American Canoe Association has provided the paddler with a list of those things.



Photos Courtesy of USCG’s Boating Safety Division at www.uscgboating.org

PADDLER'S CHECKLIST

- Be a swimmer
- File a Float Plan
- Wear your lifejacket
- Assess your boat’s flotation needs
- Spare paddle
- Wear appropriate clothing—Always dress for immersion in cold water (wetsuits/drysuits)
- Wear a hat or helmet
- Compass and chart or map
- Whistle or sound signaling device
- Throw bags and other rescue gear
- “River” knife
- Bilge pump and/or bailer
- Self-rescue devices (paddle float, sling, tow rope)
- Sunscreen
- Drinking water & snacks
- Light/signal (for low light conditions)
- Proper footwear
- UV eye protection
- Drybag with extra clothing
- First-aid kit with matches
- Small repair kit with duct tape
- VHF radio and GPS locator

List courtesy of the American Canoe Association at www.americanconoe.org





Alternative to the Fitness Center

By Richard Schuller

Forward by Rashid Ashraf, AUXFIT Team Leader

I invited AUXFIT Coach Richard Schuller to share his thoughts on an inexpensive and safe means to help stay in shape during the pandemic. The following article by Coach Schuller provides members with an alternative to working out at a fitness center or needing a home gym. Our AUXFIT course on Facebook uses Coach Schuller's training method as its foundation.

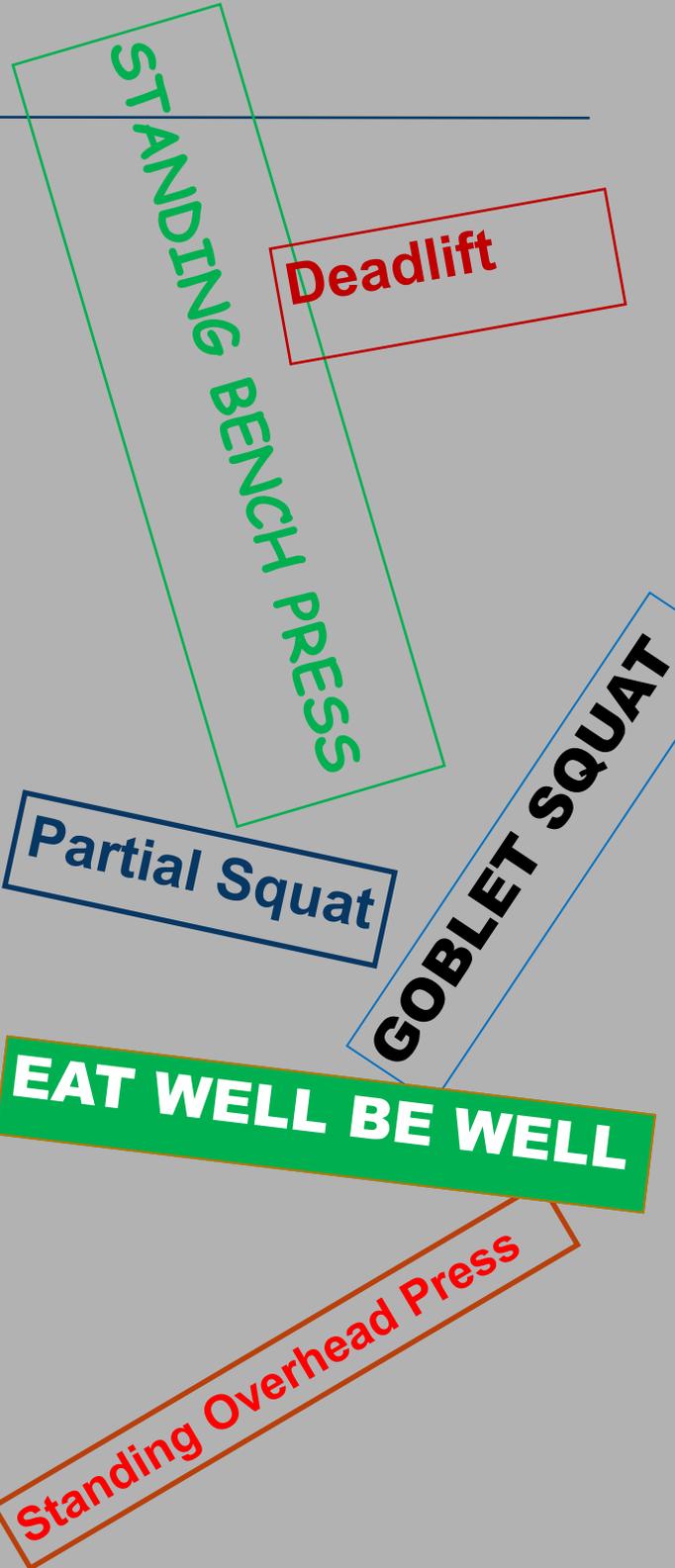
Isometrics: A Workout Option During COVID...and Beyond! By Richard Schuller

With many gyms closed because of the pandemic, people have turned to work out at home. This can be challenging if you do not have your own training equipment. One option for getting a solid workout that requires NO equipment is to do isometric poses.

In "normal" times, isometrics can be a great addition to regular strength training. The benefit of isometrics is that you can *train* your muscles to put out maximum power. Most people doing weightlifting exert only the minimum force needed to move the weight. Usually, this is far less than their actual potential.

The exercises discussed here are isometric poses where muscles are contracted (flexed) to the maximum extent possible while holding a static position. Static contraction builds both muscle tissue and muscle control. Thus isometric poses offer big gain in a small amount of time, and require no equipment....other than a broom handle.

Below are five poses that can produce a challenging workout and help build serious strength and durability.



Alternative to the Fitness Center (Continued)

Below are five poses that can produce a challenging workout and help build serious strength and durability.

To perform this routine correctly is as follows:

Assume the pose. You will not move while doing the contractions.

Flex or tighten *every muscle in your body* to the maximum extent possible and hold the pose for 6 seconds.

Relax for 20-30 seconds.

Repeat the same pose with maximum muscle tension for 6 seconds.

Relax for 20-30 seconds and go to the next pose.

Most poses will be done when standing on two feet. The objective is to tense every muscle in your body while in this standing pose.

Do the full set of poses at least twice three to four times per week. You can do more if you desire.



Photos Courtesy of USCG Aux, Flotilla Lower Manhattan

**GET IN SHAPE
STAY IN SHAPE
BE SHIPSHAPE**

Alternative to the Fitness Center (Continued)

The Five Poses

Standing bench press – Standing upright with knees slightly bent. Assume the position you would have if you were lying on a bench with the bar (broom handle) touching your chest. That is with your hands at the level of your chest, lats compressed, fists clenched, neck tensed, legs fully tensed, and toes dug into the floor. Hold this tight pose for six seconds, then relax. Repeat at least one more time.

Standing overhead press – Standing erect grasp the broomstick with hands slightly wider than shoulder-width. Raise the stick to a point just above your forehead. Now, tense every muscle in your body and hold for 6 seconds.

Partial squat – Place the broomstick behind your neck as if it were a barbell. Descend into a partial squat where your thighs are at a 45-degree angle to the floor. At this position, assume maximum tension in all muscles in your body.

Goblet squat – Push your palms together under your chin and descend into a full squat position. Do not force yourself into a super deep squat if your knees or back are excessively stiff. When in the deepest position you can manage, push your palms together and tense every muscle in your body for 6 seconds.

Deadlift – Hold a broom handle against your shins roughly 12 inches off the floor. Position your hips so that they are below the level of your shoulders. This is the start position for the deadlift. Now, tense every muscle in your body as intensely as you can. Hold the tension for 6 seconds. Relax and come to a standing position for 20-30 seconds of recovery. Then go back to the deadlift start position and do a second pose.

These five poses can help you build strength while away from the gym. You can also use these to build strength and muscle durability *instead* of going to the gym. The key is to *do all five poses twice at least three times per week*.

For those who are more ambitious – isometric poses can be done in a wide variety of positions, and you can add several other poses to this list. For example, you can push, pull, or twist. The only requirements are that you stay in a static position and flex every muscle in your body for at least six seconds.

In addition, you can practice less intense tension for longer periods than six seconds. This is one way to build muscle control in unusual positions.

There are many options for staying fit during COVID... and beyond. Pick one or two and practice them regularly!

Auxiliary University Program (AUP)



Admiral's Address Captivates Cadets

Young Auxiliarists Learn Life & Leadership Lessons

By Lisa Goodwin, Branch Assistant, S-Directorate Academic Affairs

Rear Admiral Thomas G. Allan, Jr., D1NR Commander U.S. Coast Guard, made a special springtime trip to address Auxiliary University Program (AUP) cadets at the Massachusetts Maritime Academy (MMA) in Buzzards Bay.

Auxiliary Unit Coordinator for the AUP, Russ Gasdia, described the encounter as “a rare opportunity to have the Admiral visit their unit meeting and share his views on his Coast Guard career path, insights into his leadership philosophy, and provide real-world examples of leadership in action...and with true words of wisdom and encouragement that should serve them well as they advance their academic studies, and transition into leadership roles post-graduation.”

Weeks later, the inspiring impact of the Admiral could still be heard, as cadets eagerly quoted parts of his talk and reflected upon what the experience meant to them personally.

Domenic Ardizzoni, a 4/C (freshman) from Wilmington, MA majoring in Emergency Management, recounted several of his takeaways from the presentation: “You need to evaluate skills and what needs to be done. If you figure out what people are good at, you can figure out how to include them in the team.” He also liked the Admiral’s statement that “leadership doesn’t start at the workplace; it starts at the family. You need this backbone and support.” When asked what he would do if one of his shipmates didn’t have this kind of support, Ardizzoni readily replied that “he would check in with them often”.



Rear Admiral Thomas G. Allan, Jr., D1NR Commander U.S. Coast Guard addressing the cadets at the Massachusetts Maritime Academy

Photos by Lisa Goodwin, BA-SUAC

Admiral's Address Captivates Cadets (continued)

For AUP Cadet Unit Leader Christian Fonseca 1/C (senior), a Marine Safety and Environmental Protection major, the afternoon bore a memorable moment as well. Fonseca was honored for his leadership abilities by the Admiral and presented with a personal challenge coin.

AUPs who attended the meeting virtually were no less inspired, despite their lack of physical presence. One of them, Jacob Bolles, was under preventive quarantine and disappointed to miss “making a personal connection and be able to network with the Admiral face-to-face. Bolles, who would like to follow in the Admiral’s footsteps, recalled seeing the perfect moment to introduce himself had he been able to attend in-person. He similarly related to ADM Allan saying “if you don’t know your people, you are going to have a harder time leading them. It’s important to build connection, not just use your rank.” Bolles also embraced the Admiral’s “rule-to-live-by”: “Do what you say you are going to do”. I really hold that to my heart---my word is everything,” said Bolles, who is a 4/ C (freshman) Emergency Management major from Coos Bay, Oregon.

Many of these young future leaders emphasized the Admiral’s other three “rules-to-live-by”: “Always have a good attitude, work hard, and be humble.” Upon sharing these lessons with the cadets, ADM Allan noted that he had instilled them in his own children as well.

“Opportunities are never convenient, but just about everyone who grabs an opportunity will be happy they did”, said RADM Allan. The 41 cadets who took advantage of the opportunity to hear the Admiral speak would no doubt wholeheartedly agree.

ADM Allan’s visit crowned a month of special D1NR Coast Guard guest speakers that included LCDR Mason Wilcox, CAPT Richard Schultz, and CDR Christina D. Sullivan.

Information about the Auxiliary University Program can be found at: <http://www.cgau.edu>



Rear Admiral Thomas G. Allan, Jr.,
D1NR Commander U.S. Coast Guard

Photos by Lisa Goodwin, BA-SUAC

NOAA Is Offering Custom Nautical Charts

Design Your Own!

A Powerful New Tool for Boaters



You might have heard that the National Oceanic and Atmospheric Administration's Office of Coast Survey is ending the traditional nautical chart production process and replacing it with a new system that allows the user to make their own paper charts.

The new system is a prototype of what NOAA calls a powerful new tool to allow the making of custom charts.

Here are some of the features that the current design configuration allows you to do:

First, you get to name the chart (like "our favorite fishing spot")

Next, you locate the NOAA chart that will contain your custom chart.

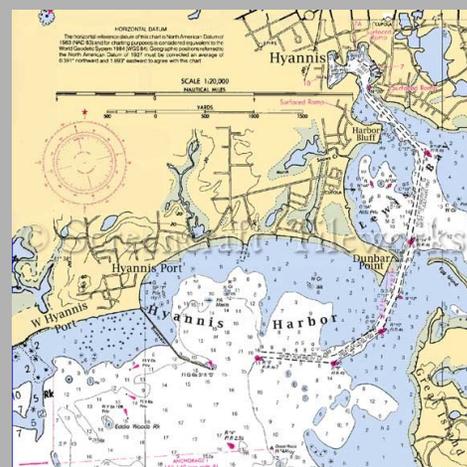
The next feature is the most important part of the customization process. You define what section of the NOAA chart will be your chart.

Think of it as taking an NOAA paper chart and cutting out just the part you want to use and throw the rest of the chart away.

Next, you need to decide what kind of chart it should be: An approach chart, harbor chart, coastal, or an overview chart. Different chart choices provide different chart data.



Photo Courtesy of NOAA Photo Library (2021, May 1) from <http://photolib.noaa.gov>



Design Your Own Charts (Continued)

The customization process continues. Next you decide if your chart should be in feet or meters. Then you decide what colors to use, how the depth contour lines should be displayed, and what colors the depth zones are to be. Also, you can decide if your custom chart is in a traditional or simplified chart format.

Then you click print. And wow, there's your chart.

If 8.5 by 11 is not large enough then you can send your customized chart off to an authorized NOAA chart agent and they'll send you back any size chart you want.

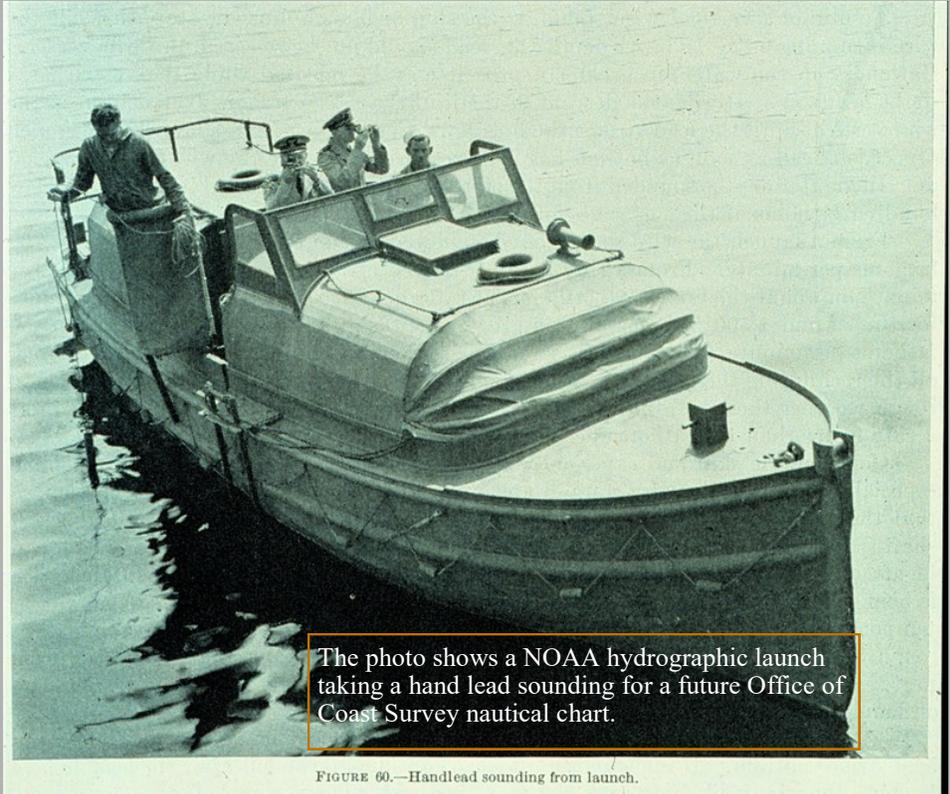
This is just the prototype system. NOAA would like to hear from you if you have any idea on how to improve the process. Custom charts will only get better.

So give it a try, it's fun, and you'll have some great-looking charts on your boat.

Source: NOAA Custom Charts (2021, May 1) from <http://devigis.charttools.noaa.gov/pod/>



Office of Coast Survey
National Oceanic and Atmospheric Administration
U.S. Department of Commerce



The photo shows a NOAA hydrographic launch taking a hand lead sounding for a future Office of Coast Survey nautical chart.

FIGURE 60.—Handlead sounding from launch.

Photo Courtesy of NOAA Photo Library (2021, May 1) <http://photolib.noaa.gov>

If you would like to visit the NOAA web-site to create your own custom chart just click on this address:
<http://devigis.charttools.noaa.gov/pod/>



Keeping Everyone Informed

How to Start a Newsletter

The best way for a member of a flotilla to be informed about what's going on is to attend monthly meetings.

At our meetings we plan for the future, we put together a budget, we plan safe boating events, we plan on our holiday get-to-gathers, and we discuss whether to call it a holiday party or a Christmas party.

We recognize members for their accomplishments, we approve minutes of previous meetings and treasurers' reports. Our flotilla commander and vice commander are elected at our monthly meetings.

There is a lot of cajoling to get members to send in their form 7029 and to pay dues on time. Should we raise our dues or keep them the same?

The flotilla newsletter is a great augmentation of the information sharing that goes on during a flotilla meeting.

It's a great way for members to feel connected to the flotilla and each other.

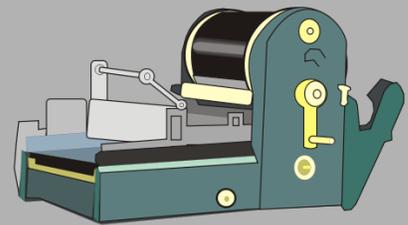
If your flotilla does not have a newsletter the staff here at the Nor'Easter wants to encourage you to think about becoming the editor of your flotilla's newsletter.

You don't have to be a journalist or have a degree in English Literature. The number one thing you need is the willingness to learn the job.

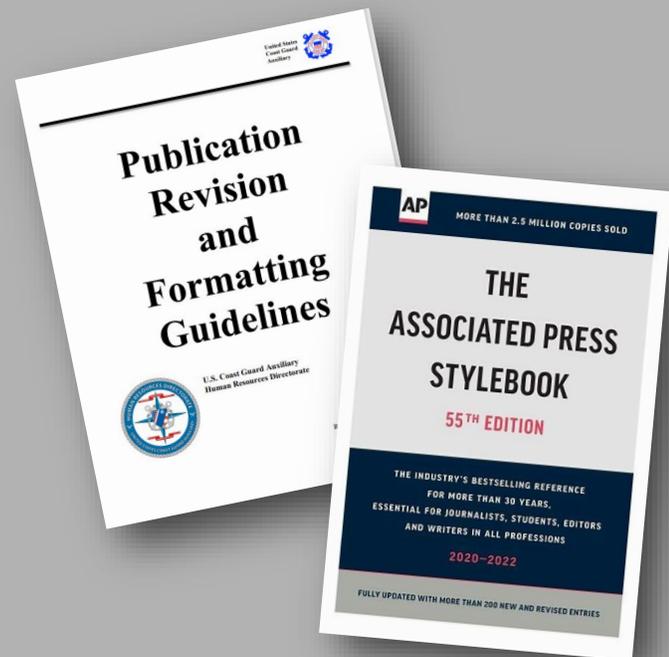
And you don't have to do it alone. A team can be formed.

Please give the idea a thought. Below you will find information that might help you decide.

No mimeograph nor copy machine needed; no paper and no ink. Go E-publishing!!



Drawing Source: Wikipedia



Keeping Everyone Informed (Continued)

Apps

There are plenty of applications that will help you create a flotilla newsletter.

To get going as the editor you only need a computer and a word document application like *Pages* from Apple or *Word* from Microsoft.

But there are applications specifically designed to create a newsletter. *Publisher* by Microsoft and *iStudio* for Apple are two of the most popular.

There is also *Grammarly* an application to help with your grammar and spelling.



Websites

There are plenty of helpful websites available.

One such website is the *U.S. Coast Guard Auxiliary Public Affairs Directorate*. It contains a great deal of information about the Coast Guard, the Auxiliary, and boating safety.

It has many tools and resources for a publisher of a flotilla newsletter. Check it out.

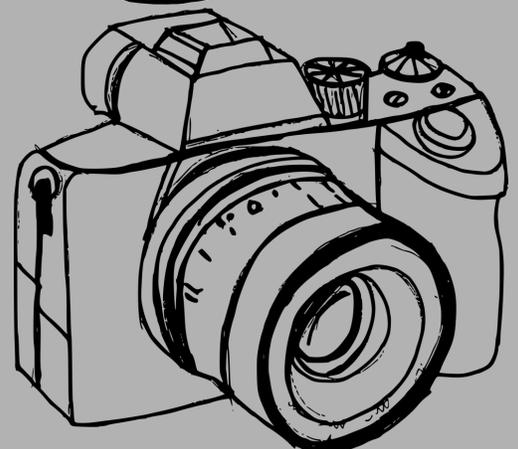
Another website is the *National Safe Boating Council*. This site has lots of resources for creating an excellent newsletter. It also has photos and facts about safe boating.

And of course, there is the official U.S. Coast Guard site: *U.S. Coast Guard Boating Safety Division* has it all: a photo library, safe boating logos, and safe boating articles.

Camera

A camera is a must. Your phone is ok when you don't have a camera, but you should have a camera.

One of your new responsibilities as FSO-PB is to keep a photo library of all flotilla events.



Drawing Source: onlygfx.com

Keeping Everyone Informed (Continued)

Lots of Free Stuff

To add a professional look to your newsletter there are plenty of photos, logos, and graphics to choose from. They are all free.

All the photos, graphics, and logos seen on this page came from *U.S. Coast Guard Auxiliary Public Affairs Directorate* or *National Safe Boating Council* web-pages.

So what are you waiting for? Help your flotilla by becoming the editor of your flotilla's newsletter.



Keeping Everyone Informed (Continued)

The Minimalist Newsletter

If you find yourself a bit intimidated by the idea of starting a flotilla newsletter, you might consider publishing a minimalist version. It's a great way to get your feet wet.

No fancy publishing software to get involved with; that will come later. Microsoft *Word* or Apple *Pages* would be your publishing tools. You could publish quarterly or monthly; you decide the frequency.

Here are some of the items you could include:

A message from your flotilla commander

The financial report and the minutes from the previous month's flotilla meeting

Dates of upcoming flotilla events

Photos of flotilla activities

A reminder to pay one's dues

That could be accomplished using just four pages or two sheets. Easy to email and easy to print out some limited copies for distribution at flotilla meetings.

Your flotilla will reimburse you for the ink and paper you use, but again printed copies would be few.

As your publishing skills grow, so will your confidence. You will know when to kick it up a notch or two.

And don't forget, as a publisher, you get to name your flotilla's newsletter. So start thinking about a name. Something nautical, maybe, something related to your flotilla's history, Or ask for suggestions at your next flotilla's meeting.

Try a one page newsletter.

There are many newsletter applications to choose from.

Use a grammar and spelling app.

Use form 7030 to record your time writing, editing, and researching. Use code 10L

Find someone to review your newsletter, not for spelling or grammar, but for content. Does this make sense, is this true about the Auxiliary?

Tides & Currents

Recreational Boating

Navigating, Beaching, Fishing, & Discovering

Knowledge of tides and the currents caused by tides is an important part of any recreational boater's day out on the water.

Not running aground while navigating from point A to point B is the most important reason to know when high and low tide occurs.

Most recreational boaters check an online tide chart before heading out to navigate local waters, or they use the tide clock sitting on their fireplace mantel. Of course, they also rely on their GPS chart plotters for information about local tides.

Many recreational boaters are concerned about high and low tide not for navigation purposes but for beaching their boats for a family picnic. They want to know if they can relax and not worry about their boat being left high and dry as they enjoy a day on the beach.

Of recreational boaters, kayakers are the least likely to know about the rise and fall of tides. Stories abound of kayakers getting stuck in the mud as they explore local rivers and streams.

And of course, it's the tide that causes kayaks to go adrift off the beach.

The more experienced kayaker wants to know when high or low tide is so they can ride the current that comes with a tide for an easy paddle up or down a river or a stream.

Recreational fishermen also need to know when high and low tides occur besides the need to navigate from point A to point B.

Some Things About Tides

It is the moon's gravitational pull that causes tides.

The time between tides is 6 hours and 13 minutes. There are 4 tides each day, 2 high tides and 2 low tides.

The 4 tides occur during a lunar day which is 24 hours and 50 minutes long.
 $4 \times 6 \text{ hours} + 4 \times 13 \text{ minutes} \approx 24 \text{ hours, } 52 \text{ minutes.}$

A king Tide is a popular, non-scientific term people often use to describe exceptionally high tides.

Exceptionally high tides occur when the sun and moon are closet to the earth.

Recreational Boating (Continued)

They want to know what direction the tide is flowing so they can be downstream of the tidal current.

They want to be where the fish they are trying to catch (a striped bass) are waiting for their next meal . And their next meal (a herring) is caught in that current. The herring are too small and too weak to escape the tidal current. They are caught between 2 sandbars that form a funnel with the tidal current pushing toward the smaller end of the funnel forcing the herring right into the mouth of the waiting striped bass, some of the waiting striped bass end up biting the fisherman's baited hook instead.

If you're the captain of a 6 pack fishing charter boat your knowledge of these spots is critical to your success. You can't succeed unless you know where the baitfish are caught in these currents.

If you're a captain of an LNG tanker entering Boston Harbor you would have to know a lot more about the tide than just when high or low tide is. The ship and crew, all of Boston, and its surrounding communities would depend on the captain's and pilot's knowledge of the local tides to make a safe entry into Boston Harbor.

The pilot, the captain, and the U.S. Coast Guard all have to agree if it's safe to enter Boston Harbor. But that's another story for another time.

Our local meteorologists are interested in high and low tides. A high tide during a storm like a Nor'easter is an important part of a New England weather forecast.

New England Clams anyone? Clammers can't wait for low tide.

Tides and their currents are not the exclusive purviews of boaters and fishermen. It is the simple beauty of watching a tide come and go that interests people. There is serenity when watching a tide come in during a calm day. And great excitement when a tide is coming in while a hurricane is moving up the coast toward New England.

There is great joy in watching a child discover the world that lives and thrives in the area between a low and high tide called the intertidal zone. Children are natural explorers. They just need our encouragement and a net and bucket and they're off to a world of discovery.

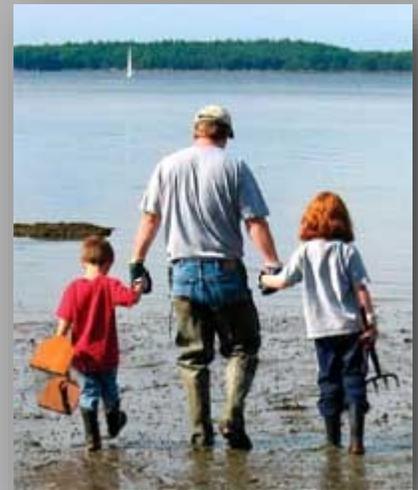


Photo courtesy of Chris Nash at www.wildlife.nh.us/marine

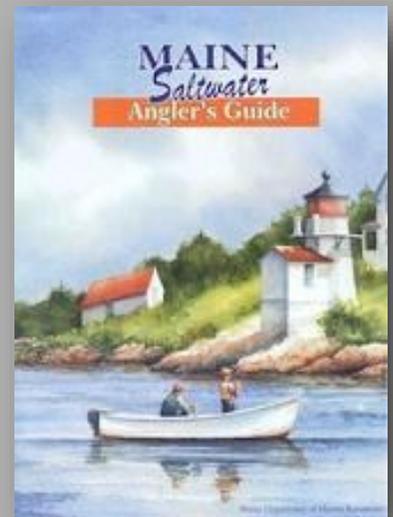


Photo courtesy of Department of Marine Resources, Maine at www.maine.gov/dmr/recreational-fishing/index.html

Recreational Boating (Continued)



The photo on the left shows an exceptionally high tide on the Oyster River in Durham, N.H., then below right, 6 hours and 13 minutes later an exceptionally low tide.

Photos courtesy of Leslie Schwartz, ADSO-PB SNNE



In winter a tide can leave itself behind in the form of frozen ice.

Engine Cut-off Switch



Keeping Connected: Recreational boats less than 26 feet in length and 3 or more horsepower are required to have an engine cut-off switch

Starting This Year

Many of us are aware of a big change in the way we operate our recreation boats. An operator of a recreational motorized vessel less than 26 feet in length and having a motor three or more horsepower must use an engine cut-off switch.

The switch consists of a connection (or link) between the operator and the cut-off switch. The connection is usually a lanyard cord clipped onto the operator's clothing. When the operator moves away (falls overboard) the switch is pulled by the lanyard turning the motor of the vessel off.

The switches are located at the helm or on the outboard motor itself.

There are a few exceptions to the use of the switches. When the operator is in an enclosed cabin using the switch is not required. It is not required when docking or putting one's boat on a trailer, when trolling, or when operating in a no-wake zone.

The Coast Guard has approved wireless cut-off switches.

So start linking up. Get into the habit.

Source: March 2021 issue of RBS *Job One*



A MATTER OF LIFE AND DEATH

An Emergency Engine
Cutoff Switch
can save your life!



All passengers should be properly seated while underway.
The bow, the gunnels, and the swim platforms are NOT SEATS.

Pamphlet Front Cover Courtesy of WWW.uscgboating.org

Vessel Safety Check and the Engine Cut-off Switch

As Vessel Examiners we know we are not there to simply check off a box and then go on to the next box. We are there to talk about how to operate a recreational boat safely, how to keep passengers safe, how to have a safe day on the water.

The vessel safety check is about how to use a vessel's safety equipment and how to keep it in good operational order. It's also about how to store the safety equipment and how to retrieve the equipment when it is needed (is the equipment readily available or is it close at hand).

As part of this conversation we will be adding the engine cut-off switch. We will talk to recreational boaters why the switch is needed and its benefits.

Will it be used? That depends on us. Our efforts to convince boat operators to use the engine cut-off switch will be critical.



VESSEL SAFETY CHECK (VSC)
To be completed by a U.S. Coast Guard approved Vessel Examiner. See the back of this form for a brief explanation of required items. A Federal Requirements pamphlet is also available.

Date of VSC: _____
Decal Awarded: Yes No

Owner/Operator Name: _____
Registration or Documentation Number: _____
Owner/Operator has attended Safe Boating Class: Yes No
Length: <15 15-25 26-39 40-65
Location of VSC - County: _____ State: _____
Powered by: Gas Diesel Sail Other
Replaced decal was: Last Year Outdated First Time
Area of Operation: Inland Coastal
Type: PWC Open Cabin Other

VESSEL SAFETY CHECK DECAL REQUIREMENTS			
Item	Yes	No	N/A
1. Display of Numbers			
2. Registration/Documentation			
3. Personal Flotation Devices (PFD)			
4. Visual Distress Signals (VDS)			
5. Fire Extinguishers			
6. Ventilation			
7. Backfire Flame Control			
8. Sound Producing Devices			
9. Navigation Lights			
10. Pollution Record			
11. MARPOL Trash Placard			
12. Marine Sanitation Devices			
13. Navigation Rules			
14. State and/or Local Requirements			
15. Overall Vessel Condition: as applies			
a. Deck Free of Hazards / Clean Rigging			
b. Electrical Systems			
c. Fuel Systems			
d. Galley / Heating Systems			

RECOMMENDED AND DISCUSSION ITEMS			
<i>(Items encouraged, items below are not VSC requirements)</i>			
Item	Yes	No	
I. Marine Radio			
II. Decontaminating Device & Backup			
III. Manoverboard Fire Extinguishers			
IV. Anchor & Line for Area			
V. First Aid and PFD Kits (**over)			
VI. Inland Visual Distress Signals			
VII. Capacity/Certificate of Compliance			
VIII. Discussion Items, as applies:			
a. Accident Reporting-Owner Responsibility			
b. Oil/Burner Operations			
c. Carbon Monoxide-Dangers and Prevention			
d. Nautical Charts/Navigation Aids			
e. Fuel/Tank Management			
f. Flooding Measurement & Sea Conditions			
g. Boating Check List			
h. Survival Tips & First Aid			
i. Safe Boating Campaign			
j. Marine Domain Awareness			
k. Insurance Considerations			

Remarks: **Vessel Built 10 JAN 2021 - Requires ECOS**

I certify that I have personally examined this vessel and find it meets the above requirements at the time of the Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX , USPS , State of _____, or _____.

Printed Name of the Examiner: _____ Examiner Number: _____
Examiner Signature: _____ Telephone/Mobile Number: _____

Additional Comments: This is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted. This check is conducted for your information. There is no assumption of liability of the kind for serious injury or damage incurred in connection with this examination. By accepting the Vessel Safety Check decal of the boat is sold or no longer meets the requirements.
I am a consenting party to this Vessel Safety Check of my watercraft with full knowledge that it is provided to me as a public service on a volunteer basis without cost, knowledge, or skills of the operator; the seaworthiness of the vessel; or the availability or adequacy of any equipment on board.

Owner/Operator Signature: _____ Date: _____

ANSC 7032 (09-18) Previous edition may be used. **Original - EXAMINER**

For more detailed information about the engine cut-off switch please use the link below.

<https://uscgboating.org/recreational-boaters/engine-cut-off-devices.php>



Photo from Safe Boating Council at www.safeboatingcouncil.org/resources/photo-library

GET CONNECTED

Stay connected.



Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Send in Those Photos



Show Off Your Flotilla's NSBW Event!

A Photo and a Story

We would love to hear and see how your flotilla did on Saturday, May 22, 2021, on the first day of National Safe Boating Week (NSBW). So please send in some photos and a story about how your flotilla did.

Remember to include where the event was held, and the name of the facility that it was held at, and the name of the sponsor. For example, the town of Sandwich, the town of Sandwich boat ramp, and the sponsor was the town of Sandwich harbormaster's Office.

Let us know who clicked each photo and who is in the photo. And most importantly everyone should be in the proper uniform of the day.

Give the readers of the Nor'Easter some idea of what went on during the event. If your flotilla purchased a table cloth please show it off to all our readers.

Who brought the donuts and coffee? Who did the most Vessel Safety Checks?

That's it. Send your photos and stories to the Nor'Easter. The editor's E-Mail address (Tom Broderick) can be found in AUXDATA II or the Auxiliary Directory.

PHOTOS

NSBW



Photo Contest

The Auxiliary

The staff of the *Nor'Easter* seeks photos to create a library of images for use in upcoming issues.

All photos will be catalogued in the newsletter's library. The top five chosen per issue will be featured, so start clicking away and send us your pics via email.

Activities involving flotilla members are key; "everyday doings" are what we're looking for. It doesn't have to be a special event or out-of-the-ordinary, although unique happenings are encouraged too!

Subject matter such as vessel safety checks, cooking for a station, or someone being fingerprinted would be spot-on. And photos of any activities involving interaction with Coast Guard personnel are, or course, very welcomed (where appropriate/authorized).

Communication Tips

- * **Short accurate answers** are better than long ones
- * Give facts without personal opinion or guessing
- * Do not utilize profanity, sarcasm, slang, or bias.
- * Use layman's terms avoiding jargon and acronyms.
- * Do not discuss public policy, local, regional or national issues when discussing a SAR (Search and Rescue) case, **only the situation facts and details.**
- * Don't allow a media journalist put 'words in your mouth' or to describe something incorrectly.
- * Keep to your message points.
- * Watch you body language, posture, gestures, or distracting movements.
- * Speak with confidence and eye contact, engaging the interviewer
- * RELAX people will remember the way you spoke: with sincerity and integrity



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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Semper Paratus
 "Always Ready"

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OFFICIAL BUSINESS
 DATED MATERIAL

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a013.uscgaux.info



NOTICE: Newsletter Requirement for Publication

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

"This publication received clearance on 06 July 2021."

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

July 20	EXCOM	1930	Conference Call
July 23	District Board and Staff	1900	Conference Call
August 27	EXCOM	1930	Conference Call
Canceled	District Board and Staff	1900	Conference Call

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

This issue of *Nor'Easter* received clearance on 06 July 2021.