



Nor'Easter

United States Coast Guard Auxiliary

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

Summer-Fall 2021 Issue

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UNITED STATES COAST GUARD

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Security



United States Coast Guard Auxiliary

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FROM THE EDITOR'S DESK:

Labor Day has come and gone. Mooring fields are starting to thin out. Here in New England, we're winding down our efforts as Vessel Examiners and Program Visitors. As one season ends, another begins. Fall brings new opportunities for all of us.

Training is one of those opportunities, and there are many other opportunities to change what we do in the Auxiliary. We are not stuck in any one position, nor any one job.

And although we might change our priorities our commitment to the Auxiliary remains the same!

We at the Nor'Easter encourage members to try something new. Together, we can do it!

We hope that you enjoy this issue. Your comments and feedback are appreciated. We actively seek stories and photographs for upcoming issues. Please get in touch with us with your ideas, works in progress, or already completed articles that can be included in the next issue.

ON THE COVER: The photo on our front cover is entitled "Foggy Maine Lobster Boat." It was taken by Professional photographer Roger Crowley.

The photo is copywritten; please do not copy without Mr. Crowley's permission (<http://www.CrowleyPhotos.com>)

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

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LEADERSHIP

We approach another season of elections, and continued efforts in leadership for some, and others will be stepping up for the first time. These positions are all meaningful and very rewarding. I have always believed that we get out of any activity the effort put into it. Leadership on the Auxiliary is the same, except that the payback is exponential. These are rewarding positions, as we not only assist the public and the USCG but our fellow members as well. You will forge new friendships and strengthen existing ones too. Please consider stepping up and volunteering to run for office or a staff officer job.



If you see these positions as daunting or just that you don't have the experience to be successful in these positions, we can help. Believe it or not, we have training for these activities. Leadership development is essential, and as an organization, we have been continually adding more training opportunities for all. There is online training, as well as C-Schools. C-Schools are an excellent opportunity to have a fantastic learning experience and have some fun. C-Schools are funded by the USCG and provide advanced training to members who get travel, lodging, and per diem while attending these schools. There are many leadership schools. From the Leadership and Management School, A&B, the Auxiliary mid-level management school, Auxiliary Upper Lever Management School, and the Auxiliary Senior Officer Leadership School. All are great experiences.

Moreover, there are other skills you can gain, from Public Affairs, Aviation Safety and Management, Information Systems, and Aids to Navigation. I have been involved with a number of courses throughout the years and now have friends all over the country because of this. I even learned a great deal which has made my ability to contribute even better.

We have had an unusual 18 months getting to this point. Next year I expect more activity as we move forward. Moving forward, we need members, but more importantly, we need leaders to step up so that we can get the work of saving lives and assisting the USCG done. Please consider taking a step that will enhance your experience with the Auxiliary and give you challenges that are beyond rewarding.

Commodore Byron Moe
DCO -1NR



Greetings Shipmates,

As the summer days begin to close, I want to take this opportunity to thank you for all that you have done. Our Culinary Assistants have served over 500 members of the Coast Guard Family. Our crews and Coxswains have patrolled and participated in airdrops, and our Recreational boating folks have stepped up. Thank you.

It has been brought to my attention that a few members are on patrol without completing the respective workshops. Blood Borne Pathogens, Coxswains, it is your responsibility to ensure your crew has completed all requirements.

Now the for the rest of the story. Dan Farren and his QE Team have stepped up the Check Ride process to ensure that those members on the waters are more proficient than ever. If there is a piece of electronic equipment on a boat, the Coxswain must know how to operate it proficiently. This includes radios and GPS instruments. Crew members need to be proficient in their assigned skills. If you are unsure what you need to know, contact your DSO-OP or SO/FSO OP. There is no excuse to fail.

Let's move on to leadership. D1N has one of the lowest completion rates of the new Leadership Competencies. I know that many of you are in the process of attaining the levels, but we need more.



23 D1N members completed the Auxiliary Leadership and Management School (LAMS) in the spring. This small but important team is forging ahead by completing the Auxiliary Mid-Level and Upper-Level courses.

BZ to those members. We need to start a new group, and toward that effort, I will offer the LAMS Course this fall.

It will be Monday and Thursday 1900-2100. If you are interested in enhancing your leadership skills, please email me. It is a first-come, first in format, and limited to 22. dgmccclurecgaux@gmail.com

Be well shipmates!

DISTRICT CHIEF OF STAFF'S MESSAGE



Diversity & Inclusion



GETTING TO KNOW ONE ANOTHER!

Being Team Ready

We don't often think about diversity when working together on a public relations event, being part of a boat crew, or attending a flotilla meeting. Diversity-awareness helps us communicate with flotilla team members. It helps improve our understanding of those we work with, creates a cohesive atmosphere, and enhances teamwork.

Diversity-awareness helps a flotilla to become more efficient and productive. And that leads to happy flotilla members—a successful flotilla!

On the following pages is some helpful information about diversity. We, the staff of the Nor'Easter, hope you will take the time to read over the information as well as take time to do some research on the subject. A great place to start your own research would be the Diversity and Inclusion website of the D-Directorate at [Welcome to the Diversity & Inclusion Web Site \(uscgaux.info\)](https://www.uscgaux.info).

Diversity & Inclusion



Learning About Diversity

By Bruce Brady, District Staff Officer for Diversity

This year's census indicates that the United States population continues to diversify. The Coast Guard and Auxiliary have recognized the continued trending changes in the population and have adjusted their recruiting. The Auxiliary, through the 3 Star Diversity Award program, have been educating its membership to understand how to recruit and retain its membership while serving the community.

Breaking down stereotypes are important. Developing the ability to recognize cultural and ethnic differences enables members to better utilize the different abilities a new member can bring to a flotilla. This understanding will reduce the harmful effects of stereotyping, which also inhibit a full recognition of that person's abilities. Without that understanding, the full potential of that individual will not be realized. This will result in different segments of a population being underutilized. Diversity training explores differences in populations based on cultural and ethnic differences.

Diversity training explores how to recognize the differences and how to communicate to others with different backgrounds. Diversity is not to be confused with civil rights issues. Civil rights discrimination issues are legal requirements and are pursued through the leadership chain of command.

Recognizing the abilities of an individual is not the final step. If one does not use those abilities, one will not accomplish the objective of a growing Coast Guard and Auxiliary. Inclusion was added to the title of the Diversity program in the Coast Guard. Without inclusion, retention cannot be achieved. Once we recognize a person's abilities, it is important that we direct that person to programs or jobs which can utilize their abilities. The person can then achieve success which is reflective of their abilities. Recognizing their success will result in greater satisfaction and confidence. As a new member feels accepted by his shipmates, the shipmates will feel he is a member of the group, the flotilla. This increases the chances that that person will remain an active member of the flotilla.

The members of the Auxiliary share a common goal, to serve the public. As members feel they are accomplishing this goal, there is greater satisfaction and greater retention of the membership. Diversity and Inclusion are important aspects of a growing Coast Guard and Auxiliary.

Diversity & Inclusion



Characteristics of Ourselves

"Diversity includes all characteristics and experiences that define each of us as individuals."

Our diversity is shaped by a variety of characteristics including:



Age, ethnicity, gender, disability, language, religious beliefs, life stages, education, career, sexual orientation, personality and marital status.

Secondary dimensions commonly include: communication style, work style, organizational role/level, economic status, and geographic origin. It is a simple fact that each of us possesses unique qualities along each of these dimensions.

Additionally, Diversity & Inclusion means accepting, welcoming and valuing the differences inherent in every individual and recognizing the contribution that a diverse and inclusive membership can make to our organizational effectiveness and operational performance.

This would be a great time to start planning for a flotilla meeting that would discuss and talk about diversity. A winter flotilla meeting might be just the time for such a discussion.

If your flotilla decides to discuss diversity and inclusion at a flotilla meeting please contact Bruce Brady, DSO-D; he can help you with handout materials and ideas.

Become team ready!

Diversity & Inclusion



What is Diversity?

Diversity is about people.

Diversity is about the environment we work in.

It's about how we value and appreciate those that are unlike ourselves,

It's about how we think and how that translates into how we act in as members of a team

Diversity is being mission ready as a team.

When we make a judgment before getting to know someone, we "pre-judge"

When we assume everyone in a group is the same, we "stereotype" the individuals in the group.

Its hard not to form prejudices and stereotypes. But we can keep them influencing how we act with others.

AGE

EDUCATION

DISABILITY

ETHNICITY

RELIGIOUS BELIEFS

GENDER

LANGUAGE

LIFE STAGES

CAREER

MATERIAL STATUS

PERSONALITY

Recreational Boating

Wind, Water, and Salt

Living and boating in New England, one must be aware of many natural phenomena. Fog is one of them.

A fog that appears on the water is called sea fog or lake fog. Fog develops when warm moist air flows over relatively colder water. Colder water causes the warm moist air to condense; the warm air can no longer hold the moisture, and droplets of water form, creating fog. The droplets must attach to dust, pollen, or even salt from the ocean for the fog to form.

In New England, most of our fog appears in spring and fall when the water is cooler.

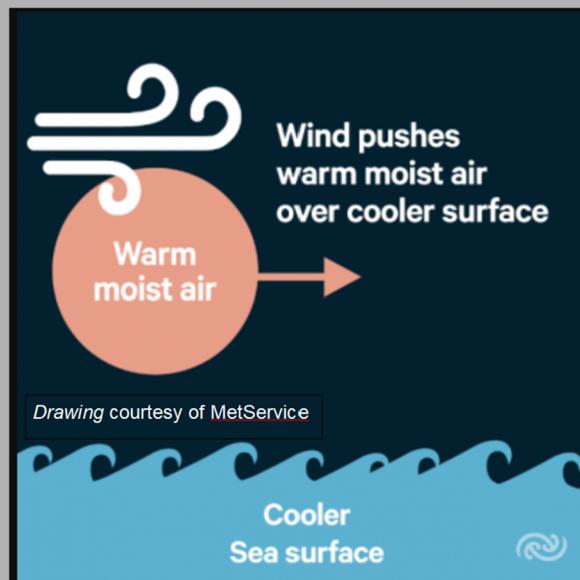
Fog can both appear and disappear very suddenly.

Most recreational boaters stay off the water when fog is present or forecast. It is indeed scary when you can't see where you are going, and it doesn't take long for a person to get lost in the fog. Veering, off course, can happen very fast.

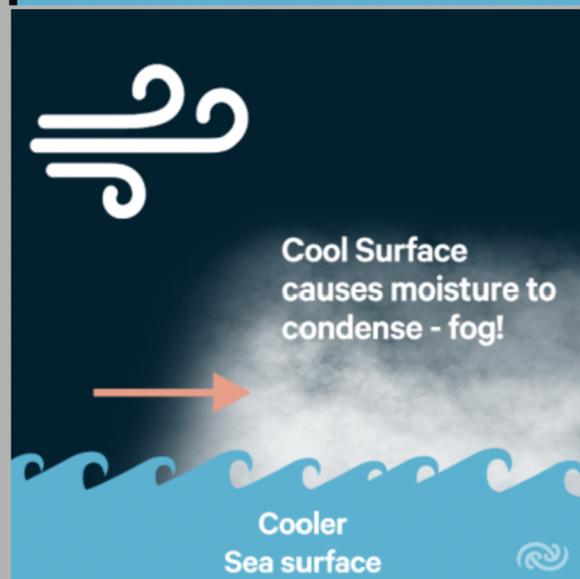
But the real problem with fog is a person can become disoriented.

In the worst-case situation, a person loses their relationship with their surroundings (you get lost). Not having this relationship with one's surroundings will cause a person in command to lose their normal level of clarity. Confusion will follow; judgment is impaired. Mistakes get made.

So it's best not to venture out on the water on a foggy day. Stay safe, stay home, stay happy.



Drawing courtesy of MetService



Drawing courtesy of MetService (<https://www.metservice.com>)

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Recreational Boating

Wind, Water, and Dust (Continued)

Listed below are some ideas when boating in fog provided by the National Weather Service.

Of course if you haven't headed out yet onto the water, don't.

Slow down to avoid collisions.

Turn on all of your running lights, even in the daytime.

Listen for the sounds of other boats near you or foghorns and bells from nearby buoys.

VHF NOAA Weather Radio should broadcast important information concerning the fog's formation, movement, or dissipation. Pay close attention.

If your vessel has radar, use it to help locate dangers that may be around you.

Use GPS or a navigation chart to help obtain a fix on your location.

If you cannot get your bearings, stay put until the fog lifts but make sure you are in a safe location.

Be familiar with horn and bell sounds you should produce to warn others around you when in dense fog.

Have a compass available. Even if you don't know where you are in a fog, you can determine the direction you are navigating with a compass.

Stay out of shipping lanes. Large ships cannot see you!



Photo courtesy USCG, Petty Officer 3rd Class Steve Strohmaier.



Photo courtesy of NOAA

Recreational Boating

GPS and Getting Home

Before GPS, the only tools you had to get back to home port or get out of the way from oncoming traffic was to use your compass and chart. And, of course, your last-known-location before the fog set in.

But today, we have GPS technology. But even that is not foolproof. You have to know how to use it and set it up so you can get back home.

Below is an excerpt from Ann Backus's article for the Fishermen's Voice entitled: "Summer Fog, Beautiful and Sometimes Problematic".

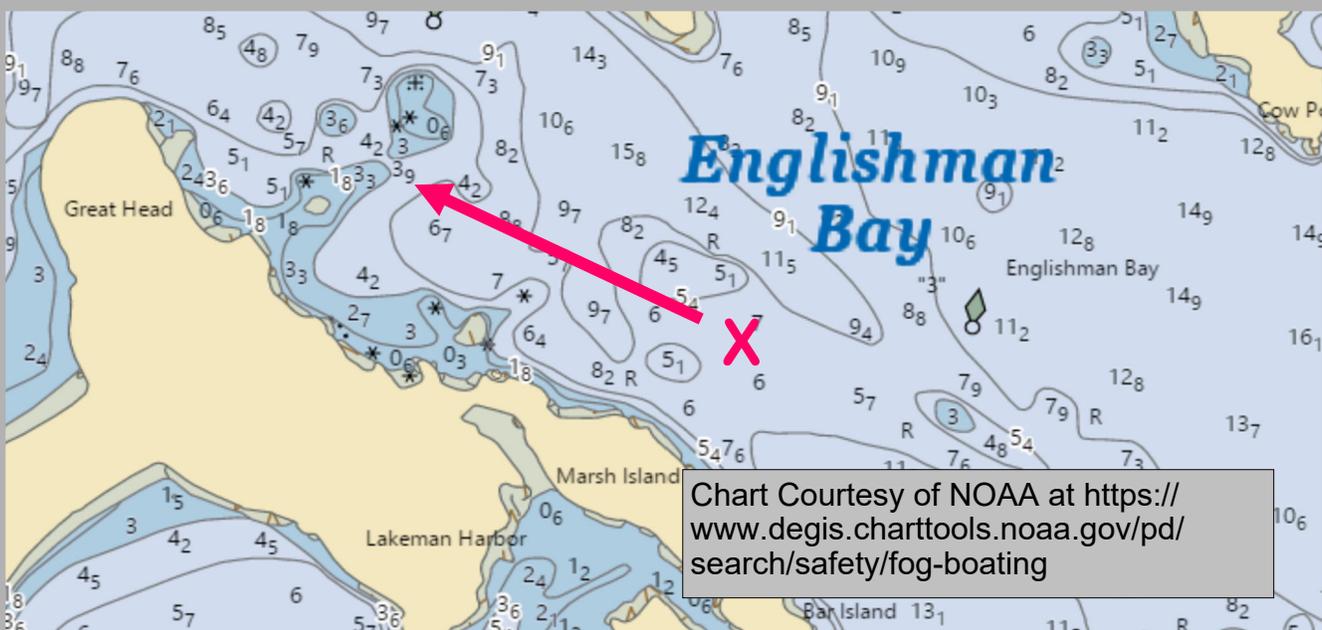
A hand-held GPS can be a great help, but you must know how to use it before you go out, and you must take the time to "train" it to help you. By that I mean, your home port must be logged in and for greatest efficiency, a number of waypoints should be logged in on the trip out so that they are accessible for the trip back. Many GPS instruments will do this for you on a track route setting that you can just reverse for the return trip, but it is fun to log your own waypoints as an exercise, and then those waypoints are available should you take that route back on a different outing.



IF YOU DO NOT HAVE GPS

As you become aware that fog is starting to set in, slow down and become acutely aware of where you are and mark that on your chart. Then decide where you want to go, take a compass heading, then head off in that direction.

Be careful, cautious, and deliberate.





Recreational Boating

Gathering Information

Our article about fog was made possible by the information from the following sites:

Ann Backus, Harvard T.H. Chan School of Public Health

Department of Defense at <https://www.dvidshub.net/search>

Fisherman's View at <https://www.fisherman'svoice>

MetService: at <https://www.metservice.com>

National Weather Service at <https://www.weather.gov/>

NOAA at <https://www.degis.charttools.noaa.gov/pd/search/safety/fog-boating>

USCG

New Citing requirements:

Our readers might have noticed a new way the Nor'Easter is citing material.

Some government organizations now require that the using entity from website must make a statement that the user organization is not associated with, and is not endorsed by, the website being cited.

For our articles about fog and lobsters, both the U.S. Department of Defense and New Zealand's National Weather Authority required this new citing requirement.

SS Andrea Doria, MS Stockholm

Quiz

What do you remember about the two ships the *Andrea Doria* and the *Stockholm*?

1. What port was the *Andrea Doria* heading for?

- Boston
- New York
- Rome, Italy

2. She carried the flag of what country?

- Spain
- Italy
- Portugal

3. What about the *Stockholm*, what port was she heading for, and what flag did she fly?

4. The *Stockholm* was what kind of ship?

- Bulk carrier
- Passenger
- Tanker

5. Did the ships have Radar?

6. This is a tough one: The orchestra on the *Andrea Doria*, was playing what song when the collision occurred?

7. What caused the two ships to collide?

- Fog
- Speeding
- Human error



Andrea Doria capsized and sank on July 26, 1956, after colliding with the *Stockholm*



Harry Trask's Pulitzer Prize-winning photo of *Andrea Doria* minutes before she sank

SS Andrea Doria

Quiz Answers

1. The *Andrea Doria* was heading for New York City from Genoa, Italy, it was the ships 51st westerly crossing of the Atlantic.

2. Italy.

3, 4. Like the *Andrea Doria* the *Stockholm* was also a passenger ship. The *Stockholm* was leaving New York city and heading for its home port of Gothenburg, Sweden. It was the ships 103rd eastbound crossing of the Atlantic Ocean.

5. Both ships had radar. But the use of radar was a relatively new at the time and crew members were not familiar with using radar to plot another ship's course.

6. Arrivederci, Roma

7. Fog:

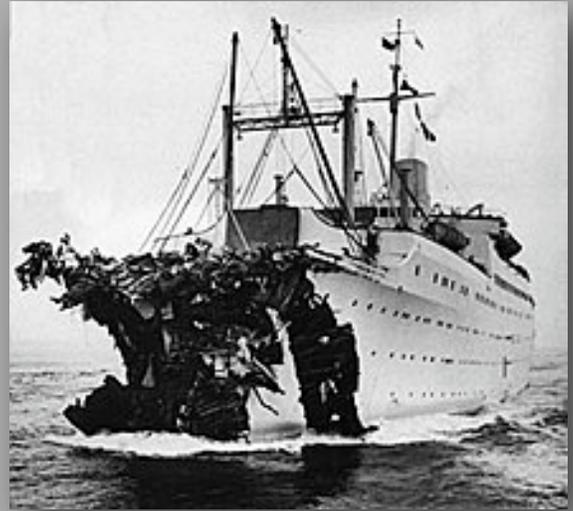
On the night of July 25, 1957, at 11:10 pm the two ships collided in thick fog. The fog was caused by the warm Gulf Stream moving north and the Labrador Current moving south. Those two currents meet just south of Nantucket Island.

Speed:

To meet schedules of arriving at their next port of calls, both ship were moving faster than what the fog conditions should have allowed.

Human error:

Not being able to understand and interpret the radar information was a major factor in the two ship colliding.



26 July 1956: After colliding with *Andrea Doria*, *Stockholm* with severely damaged prow, heads to New York.

Prow: is that portion of a ship's bow above water



Photo courtesy of USCG

Photo credit: Roderick Cornish



Lobster

Recreational Boating

A Social Change

Some recreational boaters use their boats to catch lobster. To reach out to those boaters, we have included some information about lobstering in New England. We hope that Vessel Examiners and Program Visitors might use this information to make it possible for them to engage these recreational boaters with some knowledge of this New England tradition.

It was the canning industry and the railroads that started it all. By the mid-1800s, fresh lobster was beginning to make its way into white table cloth restaurants in Boston and New York. But outside of New England, lobster was unknown.

The railroads started serving the cheap canned lobster to unexpected passengers and passed it off as gourmet food at a hefty markup. Over time those passengers made their way to Maine and wanted to try the real thing - fresh lobster. Restauranters were more than happy to oblige, and it wasn't long before the prices in Maine matched those of the railroads.

When the canning industry started processing lobster, they wouldn't bother with 2-pound lobsters - too much work trying to get the lobster meat out of such a small lobster. The canneries discarded the two-pound lobster. Five-pound lobsters were the minimum size for processing. But 20 years later, with the popularity of lobsters growing, they were processing two-pound lobsters. They were running out of lobsters.

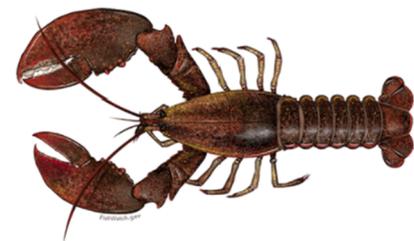
The depleting of the lobsters was the beginning, at least in Maine, of the heavily regulated lobster industry.

Information for this article was provided by:

1. Maine Department of Marine Resources ([www.maine.gov/dmr/commercial-fishing/licenses/documents/Guide To Lobstering](http://www.maine.gov/dmr/commercial-fishing/licenses/documents/Guide%20To%20Lobstering))
2. NOAA Fisheries (www.fisheries.noaa.gov/about-us)

American Lobster

Homarus americanus



Also Known As
Lobster



Photos courtesy of NOAA Fisheries,
www.fisheries.noaa.gov/about-us



Lobster

Recreational Boating

A Social Change (Continued)

As you may have learned, lobsters during colonial times were considered food for those colonists who were serving time in prison. But indentured servants also had to endure eating the creatures.

In Massachusetts, it got so bad that the indentured servants rebelled and demanded their contracts be amended to state they would not be forced to eat lobster more than three times a week.

It was easy to get a lobster back then. You just went down to the shore and picked one up out of the water.

It took about 100 years for the lobster to get on the table of a more refined class of people. It took that much time to shake off the reputation that lobster was food for those at the bottom of the social ladder. It was the lobster's taste (along with butter) that broke that social barrier.



Photos courtesy of NOAA Fisheries, www.fisheries.noaa.gov/about-us



Roasted keahole lobster, pumpkin agnolotti, white beans tomato & capers, crustacean bisque by Chef de Cuisine Jonathan Mizukami

Photo courtesy of: <https://getmainelobster.com/online>

Recreational Boating

Program Visitors

You don't have to be a commercial lobsterman to enjoy harvesting lobster. Maine, New Hampshire, Massachusetts, and Rhode Island offer recreational boaters non-commercial lobster harvesting permits.

But the permitting process is highly regulated. There are a lot of rules to follow.

In the states mentioned above, you need to be a resident. In Massachusetts, if not a resident, then you must own real property. In Maine, you need to pass a test to get your permit.

In all the states mentioned above, you cannot sell or even give the lobster away. Lobster can only be consumed by your immediate family. There is a limit to how many traps you can have submerged in the water. In Massachusetts, you can have up to 10 in the water, and in Maine, only 5 in the water.

The fees for a permit run from \$40.00 to about \$55.00.

You have to know the difference between a female and a male lobster. The female goes right back into the water. Your lobster traps have to be in working order, just the right size, and be tagged. Any violation of the rules will result in fines and loss of permits.

If you are a Program Visitor, think about visiting the places where boaters go to get their permits. In most cases, these offices are also where boaters go to get their boats registered. Try visiting vendors who sell recreational lobster traps (smaller than commercial traps).

A great place to leave Safe Boating Materials is both a boater registration office and a vendor who sells lobster traps.



Petty Officer 2nd Class Patrick Clancy, a Boston native, right, and Petty Officer 2nd Class Steven Bomentre, left, measure a lobster while the captain and crew of fishing vessel Amy Michele, from Portsmouth, N.H., look on. Clancy and Bomentre are stationed aboard the Coast Guard Cutter Dallas, currently patrolling fishing grounds to enforce fisheries regulations off the coast of Massachusetts. (U.S. Coast Guard Photo/Chief Petty Officer James Moerls)

Above photo and text courtesy of the US Department of Defense (Defense Visual Information Distribution Service).

The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement of this newsletter the Nor'Easter.



USCG officers inspecting the lobster caught by a recreational boater.

Photo courtesy of USC by Petty Officer 3rd Class Mark, Barney

Recreational Boating

Program Visitors (Continued)

American lobster is a crustacean with a large shrimp-like body and ten legs, two of which are large, strong claws.

One claw is a big-toothed crusher claw for pulverizing shells, and the other is a finer-edged ripper claw, resembling a steak knife, for tearing soft flesh.

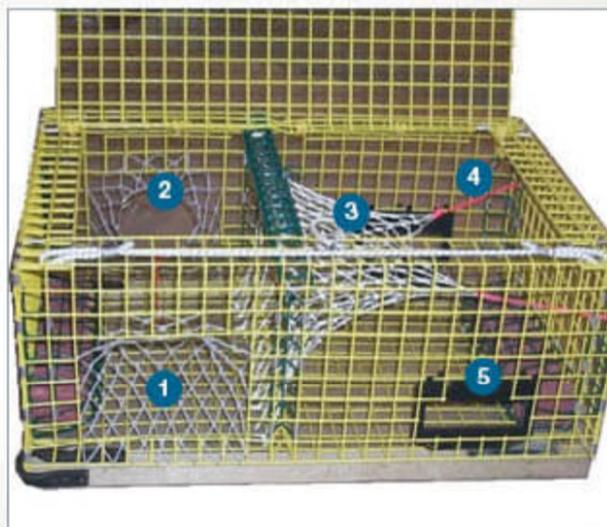
Male and female lobsters are distinguished by the first pair of swimmerets (pleopods) on the upper portion of the underside of the tail. The male swimmerets are larger and more rigid. The female swimmerets are softer, smaller, and have rounded edges.

Live lobsters are not red like those you see in a restaurant or grocery store after being cooked. Most are either olive-green or greenish-brown. Some have orange, reddish, dark green, or black speckles and bluish colors in the joints of their appendages.



Anatomy of a Lobster Trap

- 1. Entrance Head:** Mesh opening where lobsters enter the trap.
- 2. Kitchen:** This is where the bait bag is placed to attract lobsters into the trap.
- 3. Parlor Head or Funnel:** Lobsters use this mesh netting as a means out of the kitchen, assuming it's a way out of the trap.
- 4. Parlor:** Area where the lobsters end up after leaving the kitchen and traveling up the funnel. Most of the catch will be found in this part of the trap.
- 5. Escape Vent/Ghost Panel:** Opening of designated size that allows sub-legal lobsters to escape the trap. The biodegradable materials used to attach the escape vent panel will allow the "ghost panel" to open if the trap has been lost or abandoned. This prevents the trap from continuing to fish after it has been lost or abandoned.





Recreational Boating

More Lobster?

How many kinds of lobster are there in the United States

There are two kinds of lobster - like crustaceans in the United States waters. The "true" lobster (the American lobster) is designated as such to differentiate it from the spiny lobster. They have two differences:

True (American) lobster has claws on the first four legs, which the spiny lobster does not.

Spiny lobster has a pair of horns above the eyes, which the true lobster does not.

To avoid confusion over common names, we call the true lobster the "American lobster," and the spiny lobster just that.

The item marketed as "lobster tail" usually is a spiny lobster. The spiny lobster is found in warm waters off Florida, in the West Indies, and off southern California.

How far do lobster travel?

Inshore lobsters tend to stay on one place, seldom moving more than a mile or so.

Deepwater lobsters farther out on the Continental Shelf follow a seasonal migratory pattern shoreward in summer, returning to the shelf again in the autumn. The record travel so far is 225 miles, covered by a lobster tagged off the Continental Shelf and recovered at Port Jefferson, Long Island, New York.

How big do lobsters get?

The record weight for the American lobster is 45 pounds.

What are some of other names for the lobster?

The American lobster is also known as the Massachusetts lobster, the Maine lobster, the Canadian lobster or the North Atlantic lobster.

Where are lobsters caught?

The American Lobster is found on the east coast of North America, from Newfoundland to North Carolina. In 1996, more than 70 millions pounds of lobsters were landed in the U.S. Approximately 80 percent of U.S. landings come from Massachusetts, Rhode Island and Maine.

What do lobsters eat?

Lobsters usually move around and hunt for food at night. People used to think that lobsters were scavengers and ate primarily dead things. However, researchers have discovered that lobsters catch mainly fresh food (except for bait) which includes fish, crabs, clams, mussels, sea urchins, and sometimes even other lobsters!

Fairs, Festivals, and Regattas

RBS Information Booth

Cider donuts and lobster rolls are New England traditions; They're a big draw.

So are blueberries, cranberries! This is the season of fall harvest festivals, October fests, and regattas.

And what about:

- Clam chowder
- Clam rolls
- Apple cider
- Lobster stew, fish stew, oyster stew
- Raw oysters, cooked oysters
- Pumpkin and apple pie
- Homemade ice cream
- Beer, wine, homemade soda

And...

- Pumpkin carving
- Hayrides
- Hot air balloon rides



Photo courtesy of USCG flotilla Outer Banks

If you wish, you could add to these two lists and send your ideas to us at the Nor'Easter.

We, like nature, must adjust to days with less sunlight and days that are cooler. New England has started to tilt away from the sun. Less sun means fewer boaters to interact with as summer comes to a close. Fall is the time for us to look elsewhere for people to interact with.



Photo Courtesy of Lower Colorado River Water Trail Alliance

So we, too, can attend these great New England traditions. We can gather up a tent, table, chairs, and enough safe boating materials to last a day. We can compete with the cider donuts and lobster rolls. We can be there, and we can have fun, we can do our job. We can keep people safe... our number one job.

Wait, what about the October First District Northern Region Marine Festival? Someone?

Leadership and Management School (LAMS)

You

What does LAMS stand for in the Coast Guard?

The course develops leadership skills, knowledge, and performance for Coast Guard Active Duty, Reserve, Civilian, and Auxiliary personnel who are considered first-line supervisors and mid-level managers. LAMS is a unique one-week course designed to enhance supervisory skills for first line supervisors through an experience-based curriculum.

Training Objectives

LAMS is a unique one-week course designed to enhance supervisory skills for first line supervisors through an experience-based curriculum. The course places emphasis on discussion of the Coast Guard Leadership Competencies and develops skills in the following areas:

- Communicating effectively
- Influencing others positively
- Creating an environment that motivates performance
- Getting the job done while taking care of subordinates
- Encouraging personal ethics
- Promoting teamwork

Students should use their knowledge to lead their workgroups to understand and commit to organizational missions and goals. Each terminal performance objective develops individual skill in the subject leadership competencies. Group discussion, experiential activities, and facilitated discussion by subject matter experts support the enabling objectives. Successful students demonstrate competence through scenario-based exercise, case studies, role plays, and written homework.



**Starting in the
Fall**

**Mondays &
Thursdays**

**Time
1900 –2100**

**Contact
District Chief of Staff
David G McClure**

Our Mission



Three Things

- To promote and improve Recreational Boating Safety
- To provide a diverse array of specialized skills, trained crews, and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways, and coastal regions
- To support Coast Guard operational, administrative, and logistical requirements



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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Department of Homeland Security
UNITED STATES COAST GUARD
AUXILIARY
Tom Broderick, DSO-PB
USCG Aux. Support Center,
3163 Burge Blvd.,
Buzzards Bay, MA 02542

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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 24 September 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

September 21	EXCOM	1930	Conference Call
September 24	District Board and Staff	1900	Conference Call
October 19	EXCOM	1930	Conference Call
October 22	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 24 September 2021.