

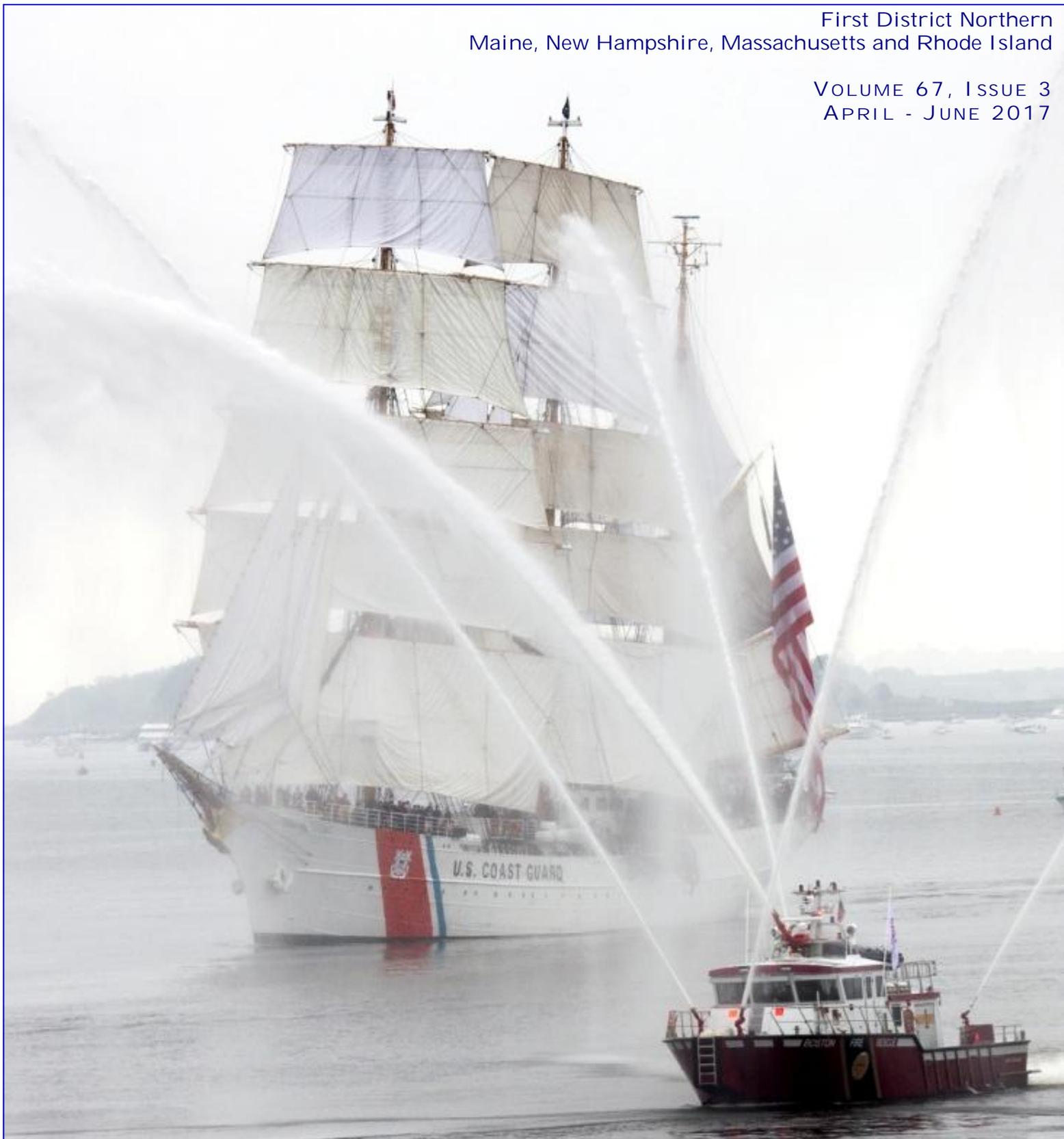


U.S. Department of Homeland Security
United States Coast Guard Auxiliary

Nor'Easter

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

VOLUME 67, ISSUE 3
APRIL - JUNE 2017



UNITED STATES COAST GUARD

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HIGHLIGHTS THIS ISSUE:

The 2017 D1NR Awards Banquet	Pg. 8
National Safe Boating Week Photos	Pg. 11
Local Auxiliarist Wins Writing Award	Pg. 12
AUXFIT Updates	Pg. 18
\$1,000 CGMA Donation	Pg. 22
SPECIAL SECTION: Sail Boston 2017	Pg. 26
Profiles in Character	Pg. 34



ON THE COVER:

BOSTON — A Boston Fire and Rescue boat salutes the U.S. Coast Guard Cutter *Eagle* leading the Parade of Sail, the highlight of Sail Boston 2017. *Eagle*, the only U.S. military owned Tall Ship, is an underway classroom for future Coast Guard Officers. *Eagle* is based at the U.S. Coast Guard Academy in New London, CT. (U.S. Coast Guard Photo by Aux William J. Bell, DSO-CS.)



Homeland Security



United States Coast Guard Auxiliary

Publishing Information

We hope this newsletter is an enjoyable resource for all Auxiliary members, and we continue to look forward to your comments and contributions to its future issues.

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The *Nor'Easter* welcomes submission of content, including upcoming events, missions, and member training opportunities.

Content should be e-mailed to the Editor, in care of John W. Keyes, DSO-PB via email at jwkeyes@yahoo.com.

This newsletter is published quarterly at no expense to the U.S. Government or the U.S. Coast Guard. Cost of its publication is borne by dues paying members of the U.S. Coast Guard Auxiliary, First District, Northern Region, a volunteer unpaid civilian body whose mission is to assist the U.S. Coast Guard in their missions.

As a matter of policy, rosters of names, addresses and telephone numbers shall not be made available to the general public or any outside organization. Privacy of all rosters shall be safeguarded and the page clearly labeled. The publication of rosters on any online service is prohibited by the Privacy Act of 1974.



Commodore's Message

Hello Shipmates,

In my last article, I spoke about Paddle Craft and how they are a major focus of the Coast Guard and the Coast Guard Auxiliary in the First District. Bob Amiro and his team have been extremely busy training Coast Guard and Coast Guard Auxiliary personnel. Bob has held classes for the district and ten out of the eleven divisions. In addition, he and his team have covered many public events covering more than 5000 miles. Talk about road warriors! Throughout the summer months, VSCs are focusing on Paddle Craft. As of now Division Seven is leading the way with over 300 Paddle Craft VSCs completed.



At the Paddle Craft summit held in May at the Coast Guard Academy, representatives from all of the States in the North East participated. Discussions centered on how they could partner with the Coast Guard and the Coast Guard Auxiliary in generating awareness in the public arena on safety and reduce the number of deaths due to people not wearing life jackets. One outcome from the meeting is that the State of Rhode Island reached out to the Coast Guard Auxiliary to help them increase presence at numerous boat ramps throughout the state. District One Northern Region (D1NR), under the leadership of Sterling McClay, DDC of Prevention, is working with Division Seven to complete a plan to support the request.

A major success story is that the first phase of GAP Analysis is completed in Sectors Northern New England and Boston. It is being worked in Sector Southeastern New England with anticipated completion by the end of the summer. This program has been underway for the last five years and is now moving forward. Thank you to Alex Lachiatto and his team for their dedication and leadership in getting us on track.

Two major events this summer include Sail Boston 2017 and Operation Block Island. BRAVO ZULU for both events. Sail Boston 2017 was a huge success with over 136 Coast Guard Auxiliary personnel and 17 plus boats and crew participating. They logged over 3,400 hours.

Operation Block Island is from Memorial Day to Labor Day. The Coast Guard is required to staff the Station at Block Island during this period. This added responsibility places a huge demand on Station Point Judith. Therefore, the Coast Guard requested assistance from the Coast Guard Auxiliary in D1NR to staff the station. Coast Guard Auxiliary Boats and Crews are being scheduled for a rotation of three days, seven days per week by 24 hours a day. They are sleeping at the station on Block Island.

MARK YOUR CALENDARS. The Leadership Development Academy at the Coast Guard Academy is scheduled for the first or second weekend in December (the exact date will be provided once the Academy's fall/winter schedule is posted). Charles Grossimon, DCOS-D1NR, and Bill Bowen, DCOS-D1SR, are working on upgrading the courses. Under consideration is to open the courses to anyone who may be thinking of becoming a Flotilla Commander and adding a course track for Staff Officers'

Thank you for your excellent support and contributions.

Phil Kubat
DCO, D1NR

CHARLIE GROSSIMON

District Chief of Staff



Over the past decade or so, the US Coast Guard Auxiliary has faced many changes. The world events since 2001 has forced us to take a look at our roles within the Coast Guard family, and reassess where, as an Auxiliary team, we can do our best to serve the boating public and our Nation, as a whole.

One thing that has never changed, is our need to be ready, able and professional. Being all those things requires constant training and keeping our eye on the words that guide us.

We're all very familiar with "Semper Paratus"-Always Ready. As Auxiliarists, we stand ready to serve. Not too long ago, we were introduced to our Core Values, Honor, Respect and Devotion to Duty. In our First District Northern Region, we've been reemphasizing these three values, particularly "Respect."

Nationwide this is our vision: "The United States Coast Guard Auxiliary – the best trained most valued maritime volunteer organization in the world – highly effective during normal operations and ready for emergencies."

To do this, we have to focus and always strive to improve upon our missions. We have many exciting and worthwhile missions. giving us opportunities to serve. To be effective at serving our missions, we need to be good at what we do.

Let's talk about Leadership. Leadership is not an easily gained skill. It takes training, at all levels, the ability to listen and lead by example. The Auxiliary provides many training opportunities at all levels to achieve that end. When we take advantage of those opportunities, we all become better leaders.

In all that we do, we must always strive for excellence. Our customers-the boating public, our shipmates and our nation certainly deserve it. Excellence should be what we're all about. Everyone wins, the customer wins, and we win This means recruiting people of a like mind. Doing our best to serve our current members to keep them interested in our programs, listening to their concerns and providing opportunities for self-improvement.

As Auxiliarists, we should always be the best we possibly can be. We have to. We have the world's finest Coast Guard to serve so therefore we must be the world's finest Coast Guard Auxiliary. If you think about it, we have great people. There is no doubt we can fulfill that vision and achieve our goals.

*Semper Paratus,
Charlie Grossimon,
District Chief of Staff*



DIRECTOR OF AUXILIARY, DISTRICT 1 NR

CDR Matthew P. Barker, DIRAUX

Greetings Shipmates!

The summer weather has finally arrived and our operational boating season is now underway. This is the time when your thorough planning and meticulous preparations are paying off. I receive daily feedback from Sectors and Stations highlighting your tremendous support of all Coast Guard missions. Notably, thank you all for the outstanding work you have performed in support of our top mission priority in the First District, paddle craft safety. Your continued efforts are saving lives across the District.

I am very pleased to announce that we hired our new Auxiliary Affairs Assistant, Ms. Rebecca Carlson. She has a very strong Coast Guard background as an active duty member and civilian here in the First District. We expect that she will start in the office at the end of July. I plan to introduce her to our Auxiliary leadership at the September Board and Staff meeting.

Please remain vigilant as you stand the watch alongside our active duty units this summer. Thank you for your continued service to the Coast Guard and our First District.

*Semper Paratus,
CDR M.P. Barker*



PUBLICATIONS

John W. Keyes, DSO-PB

Tell your story. The *Nor'Easter* is always accepting content and photographs for publication. You do not need to be a Publications or Public Affairs officer to contribute to the newsletter. Every division, every flotilla, and every member has a story to tell. The District Publications Team can help you tell it.

What are we looking for? Three or four paragraphs and two or three photos that describe:

1. What you are doing (what mission is being accomplished).
2. Where you are doing it (city, state, local community, business, etc.).
3. Who is doing it (members by name/office, local/state agencies, community members).
4. Why you are doing it (the mission's goal).
5. When did you/are you doing it (a set date, during a storm, annually, etc.).
6. How did this event compare to or differ from a typical event?

We are also looking for specific topic items to include in the newsletter, beyond our primary mission of Recreational Boating Safety. Stories related to Diversity, Auxiliary history, AUXFIT and unique events are all welcome. In addition, if you know of a member deserving of special recognition, send their story to us for inclusion in our "Profiles in Character" section. Members of the District Publications Team are here to help you. Thank you!

John W. Keyes
DSO-PB, DINR

Got Pictures?

The Auxiliary National Public Affairs Directorate wants your high-quality, story-telling photographs. Send your photos of the following topics:

Fellowship
Marine Safety
Member Services
Operations
Public Affairs
Public Education
Team Coast Guard (Working along side the active duty or reserve)
Vessel Examinations

Check the Public Affairs Directory website for details. REMEMBER: Use proper caption, credit and VIRIN as outlined in the PA Guidebook to avoid rejection (see overview below.) SIZE: Resolution - 200 dpi @ approximately 10in x 8in. SEND only one photo per email message, do not send multiple photos in one email.

The 2017 District 1NR Awards Banquet

This year, on May 7th, the District paused its hectic operational schedule to recognize the outstanding accomplishments of many of its members. From all over District 1NR, members gathered in Lawrence, Massachusetts to share a good meal and the good deeds of their fellows. From fifty-or-more hours in a program, to on-the-water rescues; service and specific incident awards were presented to dozens of deserving recipients.

District leadership, both Auxiliary and active duty, were on hand to show their appreciation of and recognition for all of the hard work and dedication displayed throughout the year. Notable awards included:

District Commodore's Plaque: Paul T. McShane, Flotilla 31

Chief of Staff's Plaque: Carolyn E. McClure, Flotilla 65

Immediate Past District Commodore's Plaque: Mary E. Baumgartner, Flotilla 65

Team Coast Guard Plaque: MSTCS Keith M. Naker, Sector Northern New England

BOATUS Flotilla of the Year Award: Flotilla 11-7, Homer F. Ray, FC

Past Commander's Association Division of the Year Award: Division 12, Matthias J. Mulvey, DCDR

Semper Paratus Award for Most Outstanding Rescue: David B. Foss, Flotilla 46

Flotilla Newsletter of the Year: Flotilla 72 "Fair Winds", Christopher R. Lawrence, Editor

- Photos submitted by William J. Bell, DSO-CS, D1NR.

- Content submitted by John W. Keyes, DSO-PB, D1NR.

LAWRENCE, Mass. — The 2016 Elizabeth and Captain Thomas D. Fisher Award is presented to Mr. Theodore M. Chatham, Flotilla 25, at the District Awards Banquet on May 7, 2017. L/R DCOS Charles Grossimon, CDR Matthew Barker, USCG, Theodore M. Chatham, Flotilla 25 and COMO Phil Kubat, DCO D1NR. The Elizabeth and Captain Thomas D. Fisher Award is presented annually to the "All around Auxiliarist based on total performance and participation in the most mission areas.



LAWRENCE, Mass. — The 2016 Larry & Lenore Closson Family Award is presented to Colleen Kloster & James Healy at the District Awards Banquet on May 7, 2017. L/R DCOS Charles Grossimon, CDR Matthew Barker, USCG, Colleen Kloster, James Healy, both of Flotilla 53, and COMO Phil Kubat, DCO D1NR. The Closson Family Award is presented to the Auxiliary Family that shows extended participation in Auxiliary programs as defined by AUXDATA.

Team Coast Guard Shows its True Colors during Celtics Playoff Game

On Wednesday May 10th, the 1st District Team Coast Guard Color Guard presented colors for the Boston Celtics Game 5 Conference Semi-finals playoff game. The team consisted of three Auxiliarists and three active duty members. The team was allowed entry to a free buffet dinner with the media and coaches, and reserved press seats. After the presentation, team members sat together and cheered on the Celtics to a 123-101 victory over the Washington Wizards.

BOSTON — (l to r) Three Minutes to Presentation: Auxiliarist Christian Lanphere, SK2 Leonardo Bonilla, Auxiliarist Craig Hall, SK3 Edwin Liriano, SK3 Scarlett Rogers, Auxiliarist Kevin Ritchie prepare to present the colors prior to Game 5 of the NBA Semi-Finals.

Below: The colors are presented at center court in front of an audience of more than 18,000 spectators during a nationally televised broadcast.

(Photos are courtesy of the Boston Celtics.)



This was the fourth appearance by Team Coast Guard in the post season this year, the most ever. Two of the performance requests by the Boston Celtics came within twelve hours of game time, one within seven hours. Through established protocols and communications lines in place, gold and silver Team Coast Guard members worked together and were able to respond rapidly with standby units for each performance, living up to our motto, *Semper Paratus!* The quick responses by Team Coast Guard greatly impressed the Boston Celtics organization, and was much appreciated.

The units had comprised teams of active duty members from three Coast Guard Stations and multiple Auxiliary Divisions all working together. Team Coast Guard members look forward to getting the call again for continued presentations in the playoffs!

- Submitted by Kevin Ritchie
Flotilla Commander, FL 12-5



Mariner Radio Activated Sound Signals (MRASS)

Previously, fog signals were usually activated by local sensors. The standard VM-100 fog detector uses the principle of atmospheric backscatter of light to measure the visibility for a given optical path. It consists of a light projector, a receiver, amplifiers, and support circuitry. The existing VM-100 fog detection system (shown below) is antiquated, unreliable and inefficient. Spare parts are also extremely limited and no longer being manufactured. There can be false activations caused by cob webs.

A new system is being implemented that is activated by the mariner's radio, called the Mariner Radio Activated Sound Signal (MRASS). This is similar to the system that pilots use to turn on runway lights at small airports.

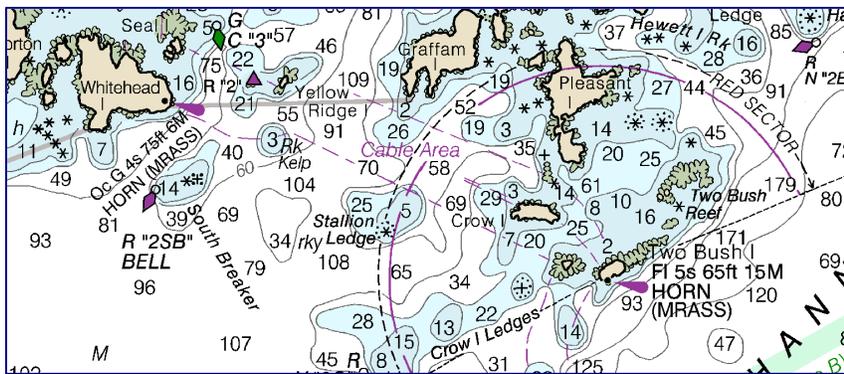
To activate a fog signal, click the mic five times and be relatively near the signal. All of the MRASS installations in New England operate on Channel 83A. In other parts of the country Channel 81A is often used. You have to check the local Light List for the Channel outside of New England. The sound signal should activate in less than 10 seconds and stay on for at least 30 minutes.

Currently, most of the MRASS installations are on the East Coast. Eventually most fog signals on U.S. navigable waters will be converted.



The standard VM-100 fog detector uses the principle of atmospheric backscatter of light to measure visibility. (Photo by John Collins, FSO-MS, FL43)

The piece of chart 13302, below, shows a couple of MRASS activated stations in Penobscot Bay, Maine. Per the *Light List Volume 1*, the activation channel is 83A.



The installation of the MRASS system is an on-going project. Many lighthouses around the country already have MRASS installed; including the entire Great Lakes region, portions of the west coast and New England. The pending Maine conversions are scheduled to be completed by 30 July, 2017. There is currently no specific date for the completion of others. The current status, as of 12 June 2017, can be found in the *Light List Number* (LLN) and updates will be shown in the *Notices to Mariners*.

- Submitted by John Collins, FSO-MS Flotilla 43

National Safe Boating Week in Pictures



1. The West Marine in New Bedford, Mass. is staffed by Ed Herman (FL65), Nancy Jacobsen (FSO-SR, FL65), and Laurel Carlson (DSO-IS). (Photo by Rodney Johnson, ADSO-PV.)
2. Vessel Exams conducted at the Auburn, Mass. Fire Department; pictured are Russell Therrien (FSO-MA, FL10-10) and Paula Marcangelo (FL10-10). (Photo by Allen Padwa, DSO-SR.)
3. Vessel Exams conducted at Pease Park Boat ramp in Fairhaven, Mass. (l to r) Octavio Silva (FL65), Terence Meredith (FL65), Joyce Cocke (FSO-PV, FL65), Manuel Claudio (FL65). (Photo by Hugh Cocke.)
4. Members of Division 12 conducted vessel examinations at Landfall Marina in Hingham, Mass. June 3rd, followed by a fellowship event that included Auxiliarists and family. (Photo by Brian Blair.)
5. The city of Worcester, Mass. proclaims May 23rd the start of National Safe Boating Week thanks to Flotilla 10-1. Dan McAuliffe (FSO-MS, FL10-1), Michael Mulryan (DCDR10), Mary Bentley (FC, FL10-1), Bob Bentley 10-1 (ADSO-PE).
6. John Billings (FC, FL10-03) and City of Gardner, Mass. Mayor Mark Hawke proclaim National Safe Boating Week.
7. Safe Boating Day aboard USCG Station Scituate. (l to r) State Representative Jim Cantwell, Scituate Harbormaster Stephen Mone, BM1 Robert Canepa, Commander Brad Kelly, State Senator Pat O'Connor, Auxiliarist Craig C. Hall, Marshfield Harbormaster Mike Dimeo and Gerard Bogus (VCDR Division 12).
8. A copy of the City of Gardner National Safe Boating Week Proclamation. (Photo by John Billings, FC FL10-03.)

Local Auxiliarist wins Alex Haley Award

ALCOAST 092/17 announced the recipients of the 2016 Chief Journalist (JOC) Alex Haley Awards for achievement in individual efforts whose public works have helped raise the visibility of the United States Coast Guard. Auxiliary member Reid Oslin (VFC, Flotilla 12-8) won first place in the Group B, Feature Story—Print category for the following outstanding story...

GROWING UP AT BOSTON LIGHT: A SPECIAL AND SPOOKY CHILDHOOD

Even more than 60 years later, Joanne LaVigne Schroer insists she can still see the ghost of Boston Light.

It's just one of a treasure chest of childhood memories for Schroer, who spent her early years living with her family at the 300-year-old beacon on Little Brewster Island in Boston Harbor. Schroer's father, Coast Guard Petty Officer Joseph LaVigne, was the keeper at Boston Light from 1948 through 1950.

"To this day, every time I go out to Boston Light I get goosebumps when I walk into the keeper's house," Schroer said recently from her home in Duxbury, Massachusetts. "Not many people can say they started their life in a lighthouse."

So what about that ghost?

"When we went out to the island [in 1948] the second-floor bedroom that faces the light itself was always locked," Schroer recalled. "We had always heard that back in the 1800s there was a lightkeeper whose wife went a little stir crazy and killed her husband right around Halloween. Then, she wrote about it in her diary.

"Every October, we would hear these weird noises in that room," Schroer said. "One night, my mother jiggled the doorknob to see what was going on. All of a sudden, this black image came right through the door, down the hallway and then down the stairs into the kitchen. It was the lightkeeper's wife, and she had a big dog with her," Schroer attested. "I woke up in the middle of the night and there was that big dog sitting right in the room."

Schroer said her father was off-island on temporary assignment that night, and so her mother frantically called sector headquarters in Boston for assistance. "They sent a crew right out," she said. "They unbolted the door and opened it. There were books all along the walls, but right in the middle of the room was a pedestal with the woman's diary on it, and it was opened to the night where she had killed her husband." The Coast Guardsmen took all of the books out of the room that night.

"They never heard a thing after that."

Although none of the many written histories of Boston Light mention the presence of a ghost, five keepers have died while on duty at the historic beacon, including the beacon's eighth keeper, Capt. David Tower, who is listed as "died at light" on Oct. 8, 1844 with no information on the cause of his demise.

(Continued on next page.)

Local Auxiliarist wins Alex Haley Award (continued)

Not all of Schroer's memories are spooky – most are tinged with humor. “The only source of electricity on the island in those days was a generator,” she said. “One day my dad, who was an engineman in the Coast Guard, took it apart for cleaning, carefully laying all the parts in a row on the ground so he would know how to put it back together. My sister and I decided we were going to ‘help’ him, and of course we put the parts back in any order we wanted [laughter]. Dad had to call into Boston to get a temporary generator when he couldn't get this one back together. We didn't have power for a few days [laughter].”

The sisters also enjoyed exploring a secret cave under the lighthouse that would be exposed at low tide. “If the tide came in, it would be hard to get out, but somehow we always managed to do it,” she recalled. Today, a large rock blocks the entrance to the hidden passageway.

Schroer also remembers helping her father clean the intricate Fresnel lens that beams the beacon's light to mariners at sea. “Dad would give us a special cloth to dust the lens,” she said. “We could only reach the bottom of the glass, but every once in a while Dad would pick us up and let us clean the main part of the lens with him.”

As a game, Schroer and her older sister would often race to the top of the lighthouse tower's spiral 76-step stairway, stopping only to lean out of the structure's three lofty windows to call down to their parents. “In those days, the brick interior was covered with plasterboard that was really old and falling apart. One day, my sister and I were going to the top when she got her arm stuck in the plasterboard.

“As luck would have it, my dad was away when that happened too,” Schroer said. “Mom had to call Boston to ask for a crew to get my sister out. After that, the Coast Guard tore all the plasterboard down and left the exposed brick that you see today.”

Life was not always easy for a family living on an island nine miles distant from downtown Boston. “My mother, Mary LaVigne, was petrified of the water,” Schroer admitted. “Although Dad loved it, she didn't appreciate living out there,” she said. “I remember a couple of bad storms when Mom would be screaming and crying, but the kids would all run outside and stand out in the weather.”

There was no indoor plumbing when the LaVigne family arrived on Little Brewster Island in March of 1948. “Mom was always cold – and always pregnant,” laughed Joanne, “so she wanted a toilet right in the keeper's house. Dad was great when it came to mechanics and he installed the first indoor plumbing in the house,” she said.

A large wood-burning stove provided heat and cooking when Schroer and her family were residents. That appliance has now been replaced with a modern electric stove and oven. The rest of the keeper's house remains much the same as it was nearly 70 years ago.

The family also had to endure the constant roar of a large cannon that was used as Boston Light's fog warning signal until a traditional horn mechanism was installed in the 1950s.

In 1950, Mary LaVigne gave birth to a son, Joseph, Jr., the couple's fourth child, on the island. He was the last person to be born at Boston Light. “She never made it to the hospital,” Schroer noted.

(Continued on next page.)

Local Auxiliarist wins Alex Haley Award (continued)

“Dad delivered little Joey right there. Word got out that there was a baby being born at the Light and some newspaper people rushed out to cover it. Dad said that there was a photographer from LIFE magazine who was being really obnoxious – trying to take a picture of my mother while she was still hemorrhaging. Dad finally punched the guy in the face and refused to sign the photo release form for the magazine,” she laughed.

Finally a Coast Guard crew brought a doctor out to the island, and mother and baby were safely transported to South Shore Hospital in Weymouth, Mass. That “Boston Light Baby”, now 66-year-old Joseph LaVigne, Jr., currently resides in Carver, Mass.

Shortly after Joseph, Jr. was born, then-Engineman 2nd Class LaVigne was transferred from Boston Light to a more traditional Coast Guard assignment at Station Point Allerton in nearby Hull. LaVigne, who had enlisted in the Coast Guard shortly after Pearl Harbor, eventually served 21 years, retiring as a Chief Petty Officer in 1961. He lived in Halifax, Mass. until his death in 2001.

To this day, Schroer cherishes the recollections of her childhood at Boston Light: the beauty – and occasional challenges – of living on a lighthouse island; the games and hi-jinx with her siblings in the historic light tower itself; the annual holiday visits of the original “Flying Santa”, Edward Rowe Snow; and even, of course, those memories of a ghost.

“It was a great place to start your life,” Schroer said.

BOSTON — A child on Little Brewster Island, Mass., with Boston Light in the background, circa 1950. Boston Light was built on Little Brewster Island in 1716 and stood as the first lighthouse in what is now the United States. (Photo Courtesy of JoAnn LaVigne Schroer.)

- Story by Coast Guard Auxiliarist Reid Oslin,
VFC, FL12-8



Where in the World is COASTIE?

Our little Safe Boating mascot, “Coastie” can be found just about anywhere in District 1NR; he really gets around. If you spot him at one of your events, take a picture of him and send it our way. If a youngster is in the photo (as they often are), be sure to get a consent form signed or we won’t be able to use it. Here are a few of the places Coastie was found over the past three months:



BOSTON — Coastie is surrounded by pirates during the *World Oceans Day* on June 4th at the New England Aquarium. (Photo by Robert Amiro, DCDR Division 4.)



WAKEFIELD, Mass. — Coastie catches a ride in the Paddle Smart team vehicle during the Fourth of July parade in Wakefield, Massachusetts. (Photo by Robert Amiro, DCDR Division 4.)



GLOUCESTER, Mass. — Coastie photobombs State Senator Bruce Tarr’s presentation of the Safe Boating Day Resolution during USCG Station Gloucester Open House, May 20th. (l to r) Ed Budelmann, Gloucester Harbormaster Chad Johnson, BM1 John Borzelleri, Senator Bruce Tarr, Bob Amiro, Officer Benthaume of the Massachusetts Environmental Police. (Photo by John W. Keyes, DSO-PB.)



Team Coast Guard Leads St. Patrick's Day Parade for South Shore

For the first time in the 23 year history of the St. Patrick's Day Parade held in Scituate, Mass., Team Coast Guard participated – and led the parade.

The event was held Sunday 26 March, kicking off at 1300. A color guard from Station Point Allerton led the way with Craig Hall, an Auxiliarist whose flotilla is homeported at Point Allerton. The Coastie team followed behind with Bob Amiro and Glen Gayton (the voice of Coastie). A 29-ft response boat followed Coastie and the color guard.



SCITUATE, Mass. — Chief Paul Crowell, USCG Retired. (Photo courtesy of Greg Derr, *Patriot Ledger*.)

The parade was sponsored by the Scituate Harbor Merchants Association. Ed Kelly, parade coordinator invited Hall and the color guard to lead the parade, which was the first time the Coast Guard had been involved in 23 years. "Taking part in one of the largest parades on the South Shore was an honor. To have Team Coast Guard lead was an even greater thrill. With the summer station in Scituate, the partnership between Team Coast Guard and the community is important to our safe boating activities." said Hall. "We plan on developing a stronger relationship with Scituate and surrounding South Shore towns and working with the merchants association is another step in that direction," concluded Hall.

Prior to the parade Hall and Gayton were interviewed by the *Patriot Ledger*. Gayton was quoted as saying, "We're doing a big push with stand-up paddleboards and getting people to wear their life jackets," Gayton said. "They (life jackets) aren't just for decoration, and we like to see the same people back year after year." Amiro added, "Coastie and our team of Auxiliary members from First Northern, promoting AUXPAD and the *Wear It!* program are teaching kids and adults to wear their life jackets."



SCITUATE, Mass. — (l to r) Craig Hall, State Representative James Cantwell, SN Morentin, BM1 Pitarelli, SN Hirsch and SN Lindemann and State Representative Joan Meschino . (Photo courtesy of Greg Derr, *Patriot Ledger*.)

(Continued on next page.)



Team Coast Guard Leads St. Patrick's Day Parade for South Shore (cont.)



SCITUATE, Mass. — Robert Amiro, DCDR Division 4 and Glen Gayton, VCDR, Division 3, “escort” Coastie in the AUXPAD/ PaddleSmart presentation vehicle in the St. Patrick’s Day parade. During the parade, Glen provided the voice of Coastie. (Photo courtesy of Greg Derr, *Patriot Ledger*.)

“We’re doing a big push with stand-up paddleboards and getting people to wear their life jackets. They aren’t just for decoration, and we like to see the same people back year after year.” - Glen Gayton, Vice Commander, Division 3 and voice of Coastie.

Members of the color guard were SN Morentin, BM1 Pitarelli, SN Hirsch and SN Lindemann. The 29-ft response boat was escorted by MK3 Winter and MK3 McGarial. The color guard was photographed by the *Patriot Ledger* with State Representative James Cantwell and State Representative Joan Meschino.

Also in the parade was retired U.S. Coast Guard Chief Paul Crowell of Scituate who served at Station Scituate for 13 years

- Submitted by Craig C. Hall.



SCITUATE, Mass. — For the first time in twenty-three years, a U.S. Coast Guard color guard led the parade. (Photo courtesy of Greg Derr, *Patriot Ledger*.)



AUXFIT Updates

BEING AUXFIT: What is Charlie up to?

"I must say with all honesty, I feel a thousand times better than I have. I've managed to cut down on sweets, carbohydrates, and, as a result, feel more motivated to get out and move! I've been doing a lot more walking and with the summer, a lot more yardwork. It dawned on me one day that I wasn't as tired as I may have been in the past.

The best part of it is, my clothes feel a lot more comfortable. I don't need a spatula to help me put on my Service Dress Blues anymore! Over the course of Sail Boston, several people told me they could tell the difference in how I looked. This, of course, makes me feel even better.

AUXFIT is not only about diet and exercise. Preventative self-care is important, as well.

During Sail Boston 2017, Craig Hall and I wanted to encourage the boat crews to do their best to remain hydrated while they were on station in Boston Harbor. Craig and I met the boat crews on Sunday, 18 June as they were changing shifts to present them with an AUXFIT water bottle. The crews were asked to fill the bottles with water and to use them throughout their patrols. Those that received the bottles seemed very pleased with the initiative.

AUXFIT is a great program. It gives the Coast Guard a healthier member, but most of all; it gives YOU a healthier life. Why not give it a try. Every day, people ask me how they can get involved and I ask them to get in touch with Craig Hall to get themselves AUXFIT !"



Left: During Sail Boston 2017 Craig Hall, AUXFIT Team Leader, takes time out from his Public Affairs duties to recognize District INR members who have taken the AUXFIT pledge.

Right: DCOS Charlie Grossimon (right) joins Craig Hall in congratulating boat crews during Sail Boston 2017 and supports their efforts to stay AUXFIT! (U.S. Coast Guard photos by John W. Keyes, DSO-PB)

- Submitted by Charlie Grossimon, DCOS DINR

AUXFIT Updates

BEING AUXFIT: Diary of a Non-Athlete (Guest column by Kimberley Shaw, FL58)



I am a brand-new Auxiliarist who has decided to sit in on a Boat Crew class. Not that I even know what "boat crew" is -- what better way to find out? My experience is minimal, consisting of one summer being a "Bunkie" on the schooner Angelique at the age of 14, occasional canoeing and kayaking during family vacations, and a half-dozen vacation cruises, both river and ocean.

As I read the boat-crew textbook and sit in on class sessions, it gets more and more interesting as I learn about navigation, how to read charts, and how boats communicate on the water with lights, flags and sounds.

Then I get to the physical requirements for the Gold-Side crews. "Probably designed for 20-year olds," I think to myself. Way out of this 51-year-old's range. Then I notice that the requirements are scaled for age and gender. Female -- over 50 -- "11 push-ups, 1 minute." You know, I could do a set of 14 not so long ago. Wonder how many I could do if timed? "16 sit-ups." Would that be with ankles braced, or not? One, I can do, the other, absolutely not. Next. "Sit/reach of 16.25." Being the least limber kid in my gymnastics class back when, I had little hope, but got out the yardstick and tried it. What do you know, that one, I've got. Next. "1.5 mile walk/run of 17:55."

Now I've got a challenge for real. I haven't run at all since getting stuck with some seriously bad high-school ski-team coaching in 1982. There's one point in my favor though, and that's being a fast walker by habit. And since my daily commute has a mile and a half of walking built in, what's to lose? Even though I hate running. I bet I could get to 17:55.

January 26

Armed with a printout found online, "Beginners' running program, run 15 minutes in 8 weeks," I begin my experiment. The sheet suggests eight minutes of walking and 1 minute of running. That should fit just right with the half-mile walk to my commuter-rail stop in the morning, half a mile away. There's a small uphill, then it's downhill the rest of the way. Easy.

But 30 seconds into the run, it doesn't feel so easy to my leg muscles or my lungs. "10 more seconds," I tell myself. "You're at 50 seconds, may as well make it 60". Then I spend the rest of the walk to the train getting my breath back. Why am I doing this again? At least I get a break tomorrow according to "Beginners' Running"; see how it goes in two days.

January 30

Hey, hey, I got two minutes of running to happen. Maybe this is possible. My number of push-ups is increasing nicely, but there's this annoying pain in my left wrist.

February 2

I'm up to a 3-minute run now! With a one-minute break, and another 2 minutes of running, my time from front door to train is definitely improving. Gives me more time to eat breakfast and watch sunrise. My left wrist doesn't like the push-ups and isn't improving, and I probably should see the doctor about it. So I'd better back-burner the push-ups, front-burner the running.

March 3

Did I actually just get to the train in six minutes? Those gold-side standards are definitely getting closer.

(Continued on next page.)

AUXFIT Updates (continued)

March 24

Why is my half-mile time *longer* today? Shouldn't I be getting *faster*??



April 8

It wasn't on my schedule to run today. But it's a pretty (if cold) morning, and I just felt like it. But I thought that I hated running ... who am I turning into? And it was my first four-minute run besides. Yikes. Cool.

April 14

Hey, progress -- I managed to keep onto a jog right up and over that hill that always got me before! A four-mile walk later that day set off the tendonitis, but some massage got the tendons copacetic again. Can't risk injury -- marching-band season approaches, and I'm a trumpet player.

April 18

So here's one thing that push-ups are good for. Today was my first time out in a canoe since years, and it's my first solo canoe experience ever. Nice flat water on this little lake near my workplace, great for practicing how to keep a straight path of travel while paddling on just one side. Then I realize that the wind is pushing me into the reeds of the opposite side of the lake, way too far away from the boathouse. And each time I muscle my way out of the reeds and think I'm all right, there's that wind (why didn't I notice it?) pushing me right back into those reeds. Being given a tow back to the boathouse is not exactly the start to the season I was looking forward to. Lesson learned: always pay attention to wind and current. And also keep those arm muscles strong.

April 26

Longest run yet -- four minutes in compliance with the chart I'm following, plus two more minutes because I felt like it. Maybe it's the weather? Still gray -- but it *is* warmer out.

May 10

Two steps forward, one step back. I tried to run yesterday, but the muscles were tight, and why am I getting so winded already? Did that bug running around the office, making people sick finally find me? Or was it because of too much running around with bugle duty on Friday, marching-band parade on Saturday, and getting out to that Auxiliary luncheon on Sunday up in Lawrence?

May 21

Today was the Wellesley veterans' parade, four miles of walking in all. This is where the workouts really pay off, and it feels great. Work with the arm muscles makes three pounds of trumpet feel much lighter. And those sit-up muscles are getting me compliments on how that trumpet sounds. And all of that walking and running does great things for my lung-power.

The morning commute feels pokey now, whenever I keep it to walking only. Who knew I'd ever develop a taste for running?

So, I'm enjoying the AUXFIT challenge after all. And with the great things it's doing for my trumpet playing (and the way my uniform fits), I've got every intention of keeping up with it. Rumor has it that Base Boston has a very nice workout room, which I have yet to get to.

I hope that all of the rest of you are enjoying AUXFIT as well. - - - K.S.

Division 7 Receives Letter of Appreciation

On January 23rd, 2017, the members of Division 7 were presented with a Letter of Appreciation from the Commanding Officer of USCG Station Castle Hill, CWO4 Stephen L. Engle, for their outstanding support of the station's missions during the previous six months. The content of the letter is provided below.

*- Submitted by Arnold Geller
Division Vice Commander, Division 7*

Subj: LETTER OF APPRECIATION

1. I am proud to commend you for your performance of duty in support of Coast Guard Station Castle Hill in Newport, RI from June 2016 to January 2017. Exhibiting exceptional dedication and commitment to duty, you selflessly volunteered time and resources to assist the unit during one of the busiest seasons on record. Challenged with a seemingly insurmountable operational schedule, Division SEVEN countered with an unprecedented response. Numerous marine events, public affairs evolutions, Search and Rescue, Law Enforcement operations, and Port Waterways and Coastal Security requirements were merely a small measure of the support and response efforts provided by Division SEVEN. Demonstrating significant commitment to duty, Division SEVEN spent countless hours supporting Castle Hill in myriad capacities. Performing Auxiliary patrols, establishing safety zones, spending certified underway hours with the Station, relieving the Communications Watch, providing training for the crew, and volunteering time and talent to help refurbish an aging communications center is a small sampling of the extraordinary response provided by Division SEVEN.
2. The exceptional volunteerism demonstrated by Division SEVEN significantly increased the unit's operational posture within the Narragansett Bay and the surrounding environs. Your presence and measured contributions have ensured the continued safety and security of recreational and commercial mariners throughout this vast and complex area of responsibility. The success of Station Castle Hill can be directly attributed to the unwavering support of the selfless members of Coast Guard Auxiliary Division SEVEN. We at Station Castle Hill are proud to serve with such an outstanding group of professionals. Thank you for your altruism, generosity, and dedicated service to the United States Coast Guard.
3. Please accept my hearty congratulations for a job well done!

Coast Guard Mutual Assistance – Major Donation Received

First District Northern Region unexpectedly received a \$1,000 donation made on our district's behalf by the Association of Government Accountants (AGA). The donation was made following the association's national conference in Boston this July. Craig Hall, member of the AGA and host committee for the conference, led the presentation of our nation's colors with Team Coast Guard members from Base Boston. A check presentation was made before the awards luncheon by the President and Executive Director of the AGA in Boston, Mass. Monday July 10th, 2017. The contribution should place our district in the top-tier of districts for contributions made.



BOSTON — (l to r) Doug Glenn, AGA National President, Craig Hall, Ann M. Ebberts, AGA Chief Executive Officer, Dave LeBlanc, AGA Boston Chapter Treasurer and William Bell, AGA Boston Chapter President. (Photo is courtesy of the Association of Government Accountants.)

Coast Guard Mutual Assistance (CGMA) provides important relief to Team Coast Guard including Auxiliaries. Members can still make one-time or also setup a recurring contribution as well through the CGMA website. The web page is located at <http://www.cgmahq.org/>. Contributions may also be made by check or money order. Checks or money orders, payable to "CGMA," denoting "D1 NR" may be sent at any time to the following address:

Coast Guard Mutual Assistance
1005 N. Glebe Road
Suite 220
Arlington, VA 22201

CGMA is for you. Make your contribution today.

- Submitted by Craig C. Hall, 2017 D1NR CGMA Chairperson

Flying High with AUXAIR in District INR

AUXAIR is an Auxiliary operational program, but organized on a district level rather than on a flotilla and division basis. AUXAIR aviators have varied aviation backgrounds and many have prior military experience. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. All Auxiliary aircraft meet strict U.S. Coast Guard and Federal Aviation Administration requirements. These aircraft are inspected annually per the Commandant Instructions.

As with surface operators, air facility operators are issued patrol orders. Orders are issued based on schedules created by crew and facility availability and the needs of the Coast Guard. Coast Guard Air Stations are the Order Issuing Authority for AUXAIR. This alignment of Auxiliary aviation assets in a district with an Air Station is known as the "squadron concept", because aviation orders and direction flow directly between the Air Station and the district aviation staff.



Auxiliarists involved in AUXAIR take Auxiliary aviation training, completing the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary (DIRAUX) as Pilots, Observers or Air Crew in the AUXAIR Program.

AUXAIR does not offer flight training for pilots. Rather, it builds on what certified pilots have already learned. Pilot applicants learn about search and rescue (SAR) techniques and patterns, Coast Guard communications, and Coast Guard flight safety rules and procedures.

Pilot candidates must successfully pass a written open book test, take water survival training and pass a check flight. Auxiliary aviators are held to high standards of training and safety. Auxiliary pilots are Pilots-in-Command of each mission.

Not an FAA certified pilot? Non-pilot crew positions include Observer and Air Crew. Observers must pass air operations training and egress/water survival training. Air Crew are observers with additional training and qualifications. Observers generally handle communications between aircraft and Coast Guard units, assist the pilot with navigation, keep records in the air, and focus their attention outside while searching. Observers are the payload for search missions. AUXAIR can not perform most missions without the Observer.



- The contents of this article were provided by the AUXAIR Response Division.

Top photo: Large commercial vessels, especially foreign-flagged, are of particular interest. (Photo by Jamie Griffith, DCDR Division 5.)

Bottom: Impacts to safe navigation are commonly reported. (Photo by John W. Keyes, DSO-PB.)

VSC + SIC + 45' RB-M = Boating Safety



On Saturday, June 3rd, a team of Vessel Examiners and Recreational Boating Safety (RBS) Instructors from Division 5 and a Base Boston-based crew of a forty-five foot Response Boat (45' RB-M) combined to give Orient Heights Yacht Club members a Safe Boating Day to remember. The day began with Vessel Safety Checks (VSC); fifteen power boats and two paddle craft passed their VSC. Next, several vessels were “boarded” by the active duty boarding team from Base Boston, affording the vessel owners the opportunity so experience what the Coast Guard does during patrols. And finally, ten members of the yacht club attended a three hour *Suddenly In Command* safe boating course.

The special day was coordinated by Ray Julian (DSO-PV), and attended by Sterling McClay (DDC-P), Rick Young (DSO-MT), Harvey Leibovitz (FC, FL51), Walter Belushko (FSO-VE, FL51), Robin Young (VE and FSO-SR, FL5-25), Mike Sacarny (IT and FSO-VE, FL52), Dave Pierce (VE and FSO-DV, FL5-25), Tom Stair (IT and VE, FL53), Joe Pike (FL51, Retired), Steve Smith (IT, FL5-25).

Andrew Zona, the Commodore of the Orient Heights Yacht Club, was very pleased with the event saying they, “received nothing but positive feedback from the day’s activities” and “boat owners who participated in the VSC remarked that the staff was very courteous and professional.” In addition, all persons involved felt the event went very well and were, “look[ing] forward to future visits.”

The crew of RB-M 45659 included: MK2 Chris Ruh, BM2 Ed Nygren, BM2 Charles Damp ,BMI Ray LeBlanc, SN Angel Ramos and BM3 Jephtha Tanksley.



EAST BOSTON — A member of the 45' RB-M boating team from Station Boston performs a mock boarding.



EAST BOSTON — Following the Vessel Safety Checks, ten members of the Orient Heights Yacht Club attend a *Suddenly In Command* safe boating course.



EAST BOSTON — The crew of the 45' RB-M tie up at the Orient Heights Yacht Club for a day of RBS training.

- Submitted by Ray Julian, DSO-PV



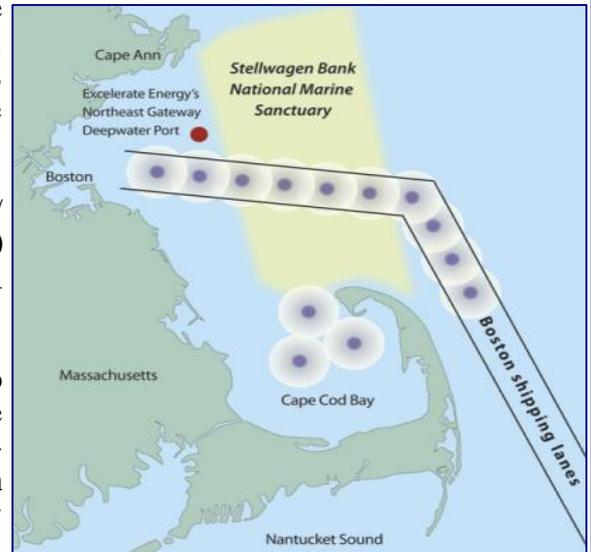
Protecting North Atlantic Right Whales

Researchers from the Woods Hole Oceanographic Institution (WHOI) and the Bioacoustics Research Program (BRP) at the Cornell Lab of Ornithology have teamed up with Exceleerate Energy and federal regulators to listen for and help protect North Atlantic Right Whales in New England waters.

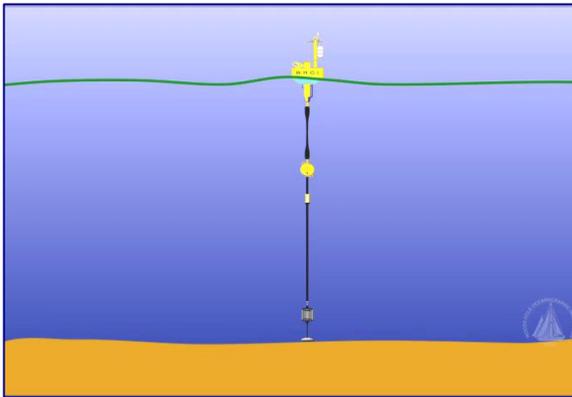
When Exceleerate Energy proposed a deep water LNG port off Boston, NOAA added a requirement for a whale monitoring system. The North Atlantic Right Whale spends the feeding and nursery season in Stellwagon Bank, Cape Cod Bay, and off the east side of the Cape. The Boston Traffic Separation Zone passes these areas. The chart below shows the original locations of these buoys sponsored by Exceleerate Energy. Currently the buoys in Cape Cod Bay have been removed.

You can see recent whale activity at: www.listenforwhales.org/Page.aspx?pid=430. Ships are advised to reduce speed to 10 knots or less after an alert is issued. In addition 50 CFR 224.105 specifies speed restriction during certain time periods.

The picture below shows you what these buoys look like. To reduce the effect of wave noise the connection between the surface buoy and the sound detection ball is a stretchy, hose-like cable called the "Gumby hose". These buoys are shown on charts as private aids, noted as "Priv", and are lit with yellow lights.



There are several other acoustic buoys in the New England area that monitor whale sounds. Some of these are located off Mount Desert Island, Maine, Chart 13312 and off New York Bight, south of Fire Island, Chart 13006.



Care should be used when you are near North Atlantic Right Whales as they are an endangered species with about 400 remaining. State and Federal regulations prohibit approaching a Right Whale within a 500 yard buffer zone. Any vessel finding itself within the 500 yard buffer zone created by a surfacing Right Whale must depart immediately at a safe, slow speed. These are discussed in: <http://www.nmfs.noaa.gov/pr/shipstrike/> and in 50 CFR 224.103. The only vessels allowed to remain within 500 yard of a Right Whale are vessels with appropriate research permits. Habitats for North Atlantic Right Whales are designated in 50 CFR 226.203. Sanctuary regulations can be found in 15 CFR 922.

Precautionary measures that are to be taken to avoid Right Whales can be found here: https://www.greateratlantic.fisheries.noaa.gov/shipstrike/doc/guidelines%20placard_high.pdf

- Submitted by John Collins, FSO-MS, Flotilla 43

SPECIAL SECTION: Sail Boston 2017

The following section of the District Newsletter is specifically dedicated to the events surrounding Sail Boston 2017.

Sail Boston: Auxiliary Role in Media Relations

Throughout the *Sail Boston* event, 14-23 June 2017, the Auxiliary played an important role in media relations. Auxiliarists Dave McClure (DSO-PA) and Craig Hall (AUXPA1) worked jointly between District 1 Public Affairs and Sector Boston Public Affairs.



Craig Hall was assigned Auxiliary PIO for the event by McClure and served as an Assistant Public Information Officer at the *Sail Boston*–ICP at Base Boston. “We had a fantastic team who adapted and performed at the standards asked of the Coast Guard throughout the event.” reported Hall.

Media Relations

The media relations for *Sail Boston* through the ICP were managed by the Auxiliary. The lead media story by WCVB (Channel 5) the exclusive sponsor, was produced and supported entirely by Auxiliarists. An Auxiliary Field Specialist along with coxswain and crew of an Auxiliary OPFAC brought a reporter and videographer for a ride-along with US Customs and Border Protection and U.S. Coast Guard boarding team. This was the lead story introducing *Sail Boston*. “This important task fell to the Auxiliary, we had to work together to accomplish this under extremely tight time frame and needed a high-level of execution. We could not have accomplished this without Jim Healy (ASC) and Paul Roderick (ADSO-OP), who were responsible for operations and Auxiliary OPFACS.” said Hall.

The final media wrap-up was conducted in similar fashion with Channel 5 and Channel 4 with a concluding interview with CAPT Gelzer, COTP. “By this stage of *Sail Boston*, after setting up the event and conducting another ride-along, LT Matt Childs briefed CAPT Gelzer and completed the media event with a live interview.” added Hall.

Auxiliary media supported on some occasions the only field specialists on-site and thus an important part of the overall public affairs effort. The team was integral in supporting the ICP Liaison officer with VIP and media requests.

This team prepared, performed and executed well even after adapting to changes throughout the mission period. The members were aboard the *Eagle*, at the official viewing area, aboard Auxiliary OPFACS, and shore side. They provided daily photography and videography to the JIC and for Auxiliary purposes.

The team included John Keyes (DSO-PB), William Bell (DSO-CS), Steve McCann (DCDR3), Ted Chatham (ASC), Robert Parker (FL65), and Kevin Ritchie (FC, FL12-5).



BOSTON HARBOR — Members of the press board an Auxiliary OPFAC prior to the *Sail Boston* 2017 Parade of Sail event.

SPECIAL SECTION: Sail Boston 2017

The team was assisted daily with two AUX OPFACS providing support for the public affairs team and VIP transfers and viewing. The team was transported to different events by the Auxiliary managed shuttle service, which was managed by Dick Keating. Daily logistics was provided by the Auxiliary on-site office, which was managed by COMO Carolyn Belmore.

The primary mission was to support public affairs throughout Sail Boston. The secondary mission was to photo and video document Auxiliary mission support activities throughout Sail Boston.

The also heavily supported the digital plan and all Auxiliary Field Specialists had access to upload pictures, video and storylines for the ICP's Joint Information Center and for First District Public Affairs. Members of the team took advantage of the mission to complete tasks and PQSs for Auxiliary Public Affairs Specialists qualification.

To support morale of the Auxiliary members, the AUXFIT Team, Hall and Charlie Grossimon, DCOS, provided water bottles to Auxiliary surface operational crew at Base Boston Saturday and Sunday. CAPT Gelzer and LCDR Jennifer Hertzler met with the crew and thanked them for their service also assisting in handing out water bottles.



BOSTON — CAPT Claudia Gelzer, COTP, is interviewed by members of the press.



BOSTON — Day (above) and night (below), active duty, Reserve and Auxiliary HARPATs kept a watchful eye on the event from the shore-side.

Sail Boston: Harbor Patrol (HARPATS)

Sail Boston 2017 Harbor Patrol or “HARPATS” were combined Active Duty/Reservist/Auxiliary teams that patrolled the docks, boardwalks and piers where the tall ships berthed. The “hybrid” nature of the teams lent a breadth and depth of knowledge related to operational techniques, the local area and the community. Harlan Doliner (ADSO-MS/C) served as the Auxiliary HARPAT coordinator throughout the event.



SPECIAL SECTION: Sail Boston 2017

Sail Boston: The Tall Ships Regatta

This summer, the Auxiliarists in First District North had the opportunity to once again show they are truly an important part of Team Coast Guard.

In June, Boston had the honor of being the only port in the United States to host the International Tall Ships Regatta, a 7,000-mile Trans Atlantic race to celebrate the 150th Anniversary of the Canadian Confederation. The race began on 16 April in Greenwich, England with stops in France, Portugal, the Canary Islands, Bermuda, Boston, Halifax, the Canadian Maritimes, and Quebec. On 17 June, 55 Class A (150' or longer), Class B (100'-150'), and Class C (less than 100') Tall Ships paraded into Boston Harbor. They were open to the public every day until they departed on 22 June.

Sail Boston was designated a Marine Event of National Significance. Coast Guard Sector Boston led the security forces in the harbor, assisted by local harbor masters, the Boston and State Police marine units, the Massachusetts Environmental Police, and the Coast Guard Auxiliary.

Sector Boston included the Auxiliary in the planning process from the beginning, told us what they needed, and provided the support we asked for. One-hundred-thirty-six Auxiliarists from all three D1N Sectors served as crew on facilities, stood radio watches, served as duty drivers, performed HARPATs, worked in public affairs, and provided administrative support in the Incident Command Post. Twenty Auxiliary facilities from Sector NNE, Sector Boston, and Sector SENE took part. Total mission hours exceeded 3,500 hours. This does not include 7029 hours for preparation and travel.

Sector Boston provided lodging for 33 of the 136 Auxiliarists at the LaQuinta Inn in Somerville, and berthing at Base Boston for 8 of the 20 facilities. All facilities were given a key fob that gave them access to the pumps at Harbor Fuels at no cost to the facility owner.

To say the event was a success is an understatement. Everyone who participated performed admirably. That they are truly professionals is reflected in the high praise the Auxiliary received from the Command Staff at Sector Boston, as well as representatives of a number of other government agencies who played a role in this event. Other than mechanical issues, we had no damage to any of our facilities. Other than a bruised hand, we had no injuries.



BOSTON HARBOR — Auxiliary OPFACs of all sizes rallied to support *Sail Boston 2017*, providing safety cordons during the Parade of Sail.

SPECIAL SECTION: Sail Boston 2017

It was an honor to have the opportunity to participate in the planning and execution of Sail Boston 2017. I would be remiss if I did not mention the team leaders without whose hard work during the planning process and during the event, we would not have been able meet Sector Boston's needs:

Dick Keating, assisted by Ed Manzano, recruited and supervised the duty drivers. Harlan Doliner recruited and supervised the HARPAT team. Dave Clinton, assisted by John Mellon, recruited and supervised the radio watchstanders. Dave also worked with Sector Boston to install a repeater at Base Boston. During Sail Boston, COMO Carolyn Belmore kept the daily roster of Auxiliarists performing missions up to date and entered their hours in AuxData.

The largest part of our participation in Sail Boston was on the water. I cannot emphasize enough how important Paul Roderick's role was in organizing and scheduling facilities for two shifts a day. He had to work around mission assignments that changed daily, and the almost daily loss of facilities due to mechanical problems. Tim Curtin assisted Paul by keeping the assignment spreadsheets up to date every day as well as acting as a coxswain.

Craig Hall served Sector Boston as the Auxiliary Public Information Officer and Incident Command Post Assistant Public Information Officer. He was the media POC and made it possible for reporters and cameramen to get out on the water. Without the Auxiliary's support, that would not have happened.

To all of the Auxiliarists who underwent the training, kept their qualifications up to date, and gave up vacation time and time with their families in order to perform the missions they volunteered for; thank you very much. Because you made yourselves available to serve during this event, you have proven once again that the United States Coast Guard Auxiliary is the finest volunteer organization in the nation.

- *Jim Healy, ASC Sector Boston*



BOSTON HARBOR — Auxiliary OPFACs of all sizes rallied to support *Sail Boston 2017*, providing safety cordons during the Parade of Sail.

SPECIAL SECTION: Sail Boston 2017

Sail Boston: Massachusetts Fallen Heroes Memorial Wreath Laying

Throughout the Sail Boston schedule of events, one event stood out as special, the Massachusetts Fallen Heroes Memorial Wreath Laying Sunday, June 18. The event was at 1100 with all the admirals and captains of the Tall Ships.

The U.S. Navy, U.S. Marine Corps and U.S. Coast Guard accompanied by Naval forces from Canada, Chile, Ecuador and Peru placed wreathes in honor of the men and women from Massachusetts who served in Iraq and Afghanistan and gave their lives for our nation. RADM Steven Poulin, Commander of the Coast Guard's First District, was one of the speakers.

“This was a special event attended by the public. I was honored to receive a challenge coin from Dan Magoon, Executive Director of Massachusetts Fallen Heroes. Magoon also presented a coin to RADM Poulin after the event.” said Hall. “Dan has been a friend and instrumental in making sure the Coast Guard was not only represented, but a highlight for the event,” added Hall.

The Massachusetts Fallen Heroes Memorial was established in 2010 by Boston firefighters, local Veterans, Gold Star Families, Police Officers, and other patriotic citizens. The memorial stands in Boston's Seaport Park and serves as a place for reflection and remembrance of those who gave their lives fighting for our freedom.



Above: The *Alexander von Humboldt II* is a German barque launched in 2011.
Below: Not an official entry in Sail Boston 2017.



Above: The *Formidable*, Boston's "pirate ship."
Below: Gary Cordette, Brian McMahon and Joe Medina on patrol near Castle Island.



SPECIAL SECTION: Sail Boston 2017

Sail Boston: *Ordo e Chao* – Order out of Chaos: Auxiliary Support at ICP

The nerve center for Sail Boston for the Coast Guard was located in the Incident Command Center (ICP) at Base Boston. Although the nonprofit entity Sail Boston had a Joint Information Center (JIC) in the Seaport District with a unified command model using the National Incident Management System (NIMS) framework, the Coast Guard's ICP also had a JIC for command staff, which included a Public Information Officer, Liaison Officer and Safety Officer. The ICP also includes operations, logistics, planning, finance and intelligence sections. Within those groups were other important teams, such as communications, resources and training. The Auxiliary provided the ICP with direct support to most of these sections. An Auxiliary office also augmented administrative support for Auxiliarists needing assistance and for daily check-in and check-out.

Sail Boston was a special event assessment rating 1, the federal government's highest event-security risk rating. The Incident Commander was CAPT Claudia Gelzer, who is CAPT of the Port (COPT).

The day-to-day schedule after months of intense planning began with a morning briefing. All sections worked together throughout the event with Auxiliarists integrated into all aspects of the event.

Jim Healy, ASC-SECBOS, was the primary point of contact for communicating planning, needs, updates and day-to-day activities. Paul Roderick was responsible for coordination of Auxiliary OPFACS and worked closely with BOSN1 Rick Hasanstab. Harlan Doliner was responsible for coordination of Auxiliary shore side HARPATS. On the morning of the Parade of Sail, all active duty personnel in Sector Boston Port State Control deployed aboard arriving Tall Ships. That day Sector Boston Port State Control was staffed exclusively by Auxiliarists Harlan Doliner and Melissa Paradis. They supported Sector Boston's Command Center and the ICP by monitoring vital information on the operational status and security scoring for the participating foreign flag vessels. Dick Keating was responsible for coordination of Auxiliary drivers for transportation and supported special pick and drop off needs. Craig Hall was the Auxiliary Public Information Officer and Assist PIO for the Coast Guard. Dave E. Clinton, DSO-OP, established Auxiliary communications for surface operations. COMO Carolyn Belmore was responsible for coordination of the Auxiliary office at the ICP.



Active duty, Reserve and Auxiliary work side-by-side in the ICP to ensure smooth operations, a flow of information and coordination of resources.



During an operation the size of *Sail Boston 2017*, good communications are imperative.

SPECIAL SECTION: Sail Boston 2017

CAPT Gelzer spoke to ICP staff daily as well as took time to meet with Auxiliaries who supported the event. "We could not have done this without you." was repeated not just by CAPT Gelzer, but by many Coast Guard personnel throughout the event.

Auxiliaries who may be interested in supporting future events and supporting an ICP should begin by reviewing skills and qualifications needed for positions within the Incident Command System (ICS). The course work that applies to the Coast Guard and Coast Guard Auxiliary includes ICS 100, 200, and 700 and 800. These courses are available from FEMA's website: <http://training.fema.gov/IS/NIMS.asp>. To perform in a leadership position Auxiliaries may need to take ICS 200, 210, and 800. Certain duties in direct support of Coast Guard missions may need a Direct Operational (DO) designation. Regardless, your experience and assistance to the Coast Guard in this area are much needed. The satisfaction of a job well done will certainly fulfill you.

For more information on ICS, visit the National Auxiliary website. There is also a mobile app Incident Management Handbook (mIMH) is an electronic enhancement to the paper or electronic PDF versions of the IMH. The app is available now through the Apple app and Google play store. Simply search: Coast Guard MIMH.



An operation the size of *Sail Boston 2017* requires a considerable amount of support; the ICP, and the various team members within it, is that support.

Sail Boston: ICP - Where it Gets Done

As the Administrator for the Auxiliary it was a pleasure to see how our volunteers reported either early or on time every day, did their jobs and checked out when relieved, all without a great deal of fanfare and very few complaints. Our drivers made their routes without incident and the boats all did their patrols without any problems. Because the requirement to check in with the AUX Office was adhered to by the majority, the job of keeping track of hours, boats and assignments was a great deal easier than it could have been. - *COMO Carolyn Belmore*

SPECIAL SECTION: Sail Boston 2017

Sail Boston: Transportation

How many of us remember the question “What did you do in the war Daddy?”, perhaps for those in the ‘Transportation Cadre’, for *Sail Boston 2017* the answer would be, “I only drove the transportation van.”

Without the transportation vans bringing crew from the parking lot at Diversity Auto; the La Quinta or Constitution Inn or driving to the Joint Operation Center or the various Public Affairs venues we would find that there would have been a lot of people who were not able to get to their assigned duties.

Many thanks go to those who fought the early morning traffic or ‘battled’ the surface road traffic during the day. Some were there every day and others were only there to help for a shift or two depending on other assignments or their ‘other life’, but all were needed and appreciated.

BZ to drivers: Elissa Turner (FL38); Carmine Citro (FL51); Travis McDonald and Umit Sami (FL52); Melissa Paradis (FL53); Dan Long (FL5-12); Mike Doherty (FL71) and Transportation Coordinator Alternate Ed Manzano (FL 43) who filled in for Dick Keating as needed during our 12 – 13 hour days.



Elissa Turner (FL38) behind the wheel of one of the transportation shuttle vans so vital to getting the Sail Boston 2017 resources to their assignments, at all hours of the day and night.

SPECIAL SECTION CREDITS:

As with the Sail Boston event itself, many people contributed to the “Special Section” of this edition dedicated to it. The following people deserve credit for contributing article content, photographs, reviews and editing advice or all of the above:

Mary Baumgartner (ADSO-PB)
 William Bell (DSO-CS)
 COMO Carolyn Belmore (D-AA)
 Harlan Doliner (ADSO-MS)
 Richard Keating (ADSO-PB)
 Craig Hall (A/PIO & AUXPA1)
 Jim Healy (ASC Sector Boston)
 David McClure (DSO-PA)
 Brian McMahan (FSO-PA, FL4-15)

Profiles in Character: "Aux Mac: SAR Magnet" aka Bruce MacCormac

The Coast Guard radio "watchstander" is the *Super 911* operator of the seas, the voice you'll hear if you run into trouble on the water; when trouble does occur, you want to be speaking to a calm, professional and highly qualified person at the other end of your marine VHF radio. Bruce MacCormac, "Mr Mac" or "Aux Mac" to the men and women of USCG Station Boothbay Harbor, is that person. Aux Mac joined the Coast Guard Auxiliary four years ago, and in that short time has become the lead radio watchstander at CG Station Boothbay Harbor from the day he arrives for the Boothbay Harbor summer in mid-May until the day he leaves for his home in West Hartford, CT in late October. He is, in terms of hours served, the number two Coast Guard Auxiliary radio watchstander on the entire east coast, bested only by a fellow Auxiliary member who serves year-round at a station on Cape Cod.

A summer resident of Boothbay Harbor since the late 1960's, Aux Mac grew up on the local waters, boating and sailing to every out of the way nook or rocky backwater in the area. It's those years of familiarity that have bestowed upon him the rare and invaluable gift of local knowledge. Spots such as "The Ink Bottle", "Treasure Island" or "Pirate's Cove" appear on no local charts, but when the harbormaster called the Coast Guard about an overturned kayak in Pirate's Cove, Aux Mac knew the charted location and directed a CG response boat there in just a few minutes. In the always cold waters of the Boothbay and mid-coast Maine, a few minutes can often be the life or death difference.



BOOTHBAY HARBOR — USCG Auxiliary member, Bruce MacCormac (r), is presented with the Sailor of the Quarter honors by Station Officer in Charge, Chief Boatswain's Mate William Armstrong. (Photo by Ted Chatham, ADSO-PA.)

Summers are not vacation time for Aux Mac, he arrives from his home just a quarter mile up the road from the station at 0500 every morning, "every" meaning seven days a week. After security rounds, he settles into the communications center and reviews any developments on pending cases or new alerts passed along from CG sector headquarters in South Portland. The overnight watch is kept by the Command Center at CG Sector Northern New England headquarters, so one of the first tasks is to take over the watch and update the weather and sea state info on the large marker board above the communications console. That information will be used and updated throughout the day to assist active duty and CG Auxiliary assets in mission planning and Search and Rescue (SAR) operations. It's now approximately 5:45 AM and the watch day begins.

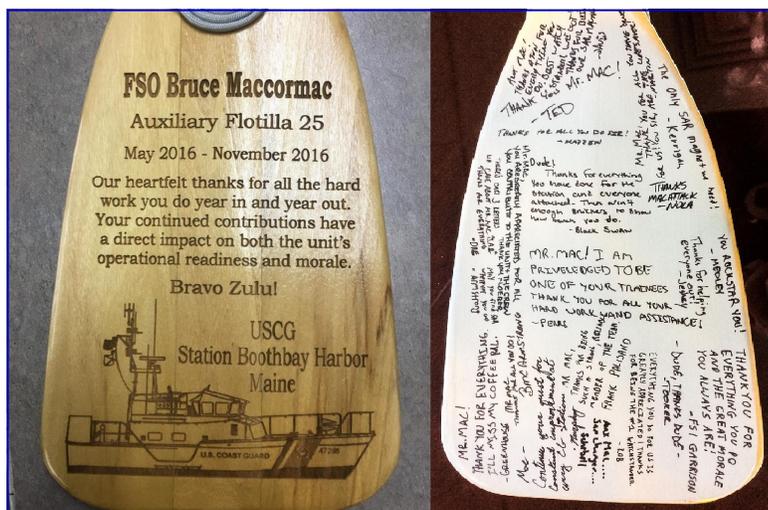
Unlike a 911 operator, the Coast Guard radio watchstander is expected to be a source of emergency response, information gathering and geographic knowledge. Boats sinking or aground are always serious incidents and always get priority attention while lesser events such as a boat out of gas or a lost boater will get prioritized based on many factors. The radio watchstander is often the primary filter for interpreting the nature and seriousness of a radio call, and armed with an extensive SAR incident checklist, a comprehensive knowledge of the local operating area and technical expertise, cases are handled in the safest and most expedient manner conditions allow.

(Continued on next page.)

Profiles in Character: "Aux Mac: SAR Magnet" aka Bruce MacCormac

A boat out of gas on a calm, sunny afternoon in no immediate danger, is obviously a lower priority than would be a boat sinking or adrift heading toward the rocks. To a detached observer that conclusion seems clear but to the frantic couple on the vessel adrift with no fuel, the perspective may be different and emotions high. For both the couple out of gas and the boaters taking on water, it's the reassuring voice of the Coast Guard watchstander that can make all the difference.

The calm conveyed over the radio during an emergency SAR call will almost certainly belie the ramped-up activity within the watch room and the station as the SAR alarm is sounded and the boat crews rush to grab their gear and get SAR response assets underway. Tactical discussions, notifications to the CG sector, time on scene calculations and precise location plotting are all happening at a rapid pace between the very calm and measured radio calls updating and reassuring the occupants of the distressed vessel. It takes a high level of training and professionalism to maintain that separation between the two essential task areas and that level of competence doesn't come easily or quickly.



BOOTHBAY HARBOR — Paddle with rope fancywork as presented to Bruce MacCormac, aka "Aux Mac". The inscriptions are from CG Station Boothbay Harbor personnel and Command. (Photo by Ted Chatham, ADSO-PA.)

The job of radio watchstander is often the first job a new Coast Guard boot camp graduate will have at his or her first posting; the initial training they receive is critical in assuring the safety of the boating public whom they serve. Aux Mac, as a Coast Guard Auxiliary member, a volunteer, is the primary training officer for the new watchstander candidates at CG Station Boothbay Harbor. There's a lot to learn. The Rescue 21 System, an integrated computerized communication and radio location system, connects Coast Guard stations all along the US coastline and is linked in modules of several stations in a general area. Deciphering the difference between a routine radio call from the Boothbay area and a "Mayday" call from a hundred miles and three Coast Guard stations away can be difficult and requires complete attention. Add to that burden of the immediate

switch from routine to emergency status when a local emergency does arise, takes more than just an understanding of what all the buttons and switches do. It's training new station personnel to handle the transition from radio operator to qualified watchstander at which Aux Mac excels.

It's no secret that the military is the domain of young men and women and into this world comes mid-50-year-old Aux Mac every morning at 0500; old enough to be the parent of almost everyone at the station, but through hard work, dedication and a decidedly not fifty-something attitude, he doesn't just avoid the "uh-oh, Dad's here" reception but is a fully integrated member of station life. From planning the best spots to hide candy bars around the station for "emergency use only" to living and promoting the ethos of caring for your shipmates, Aux Mac is a station team member in all respects.

(Continued on next page.)

Profiles in Character: "Aux Mac: SAR Magnet" aka Bruce MacCormac

So much so that in 2014 after just two seasons of watchstanding, Aux Mac was selected by the station personnel as "Sailor of the Quarter" for his outstanding contributions to the station's operations; a rare honor for any member of the station crew but extremely rare for a member of the CG Auxiliary.

As if 40+ hours per week of radio watch standing weren't enough, Aux Mac is also one of the high time Boat Crew members aboard the Auxiliary's regular safety and training patrols serving the station's Area of Responsibility (AOR) which covers approximately 400 sq. miles from Cape Small to the SW all the way to just west of Port Clyde to the NE. In this complex and challenging environment, SAR cases are not uncommon and Aux Mac holds the unofficial title of "SAR Magnet", a title bestowed because of his uncanny ability to be occupying the watch stander seat when many of the station's SAR cases arise. With the custom of "you caught it, you own it" regarding SAR cases, even a recent off-duty trip to the station landed Aux Mac yet another SAR case credit when he sat down for "only a couple of minutes" to provide a quick break for the duty watchstander. A SAR case with an hour and a half of radio and phone calls later, and his couple of minutes in the chair were over.

In the off-season Aux Mac heads from West Hartford to CG Station New London, Conn. to stand radio watches there as well, and while the hours he serves in New London are less than in Boothbay Harbor, he still brings the same level of professionalism and dedication with him to the watch room.

In Coast Guard tradition, the presentation of an inscribed wooden oar or paddle adorned with "rope fancy-work" is often used to recognize achievement and Bruce MacCormac, "Aux Mac", was recently presented with such a paddle by station Officer in Charge, Chief Boatswains Mate William Armstrong. The inscription on the front reads:

"Our heartfelt thanks for all the hard work you do year in and year out. Your continued contributions have a direct impact on both the operational readiness and morale. Bravo Zulu." (Bravo Zulu or BZ, is Navy/Coast Guard shorthand for "Well Done")

Perhaps more significant are the personal messages on the back written by members of the station crew:

"Mr Mac, thank you for everything"

"I am privileged to be one of your trainees"

"Dude, thanks, dude!"

"Thanks for being such a strong, reliable member of the team"

"The only SAR Magnet we need"

- Submitted by Ted Chatham, ADSO-PA

Photographs from a Around District 1 Northern Region



WINTHROP, Mass. — RBS Team paddle craft safety seminar instructors and Vessel Examiners with Cottage Park Yacht Club Commodore Brian Murphy. (l to r) David Pierce, John Strouse, Ed Tavares, Ray Julian, Brian Murphy, Robert Amiro, Arne Gelb. (Photo courtesy of the CPYC.)



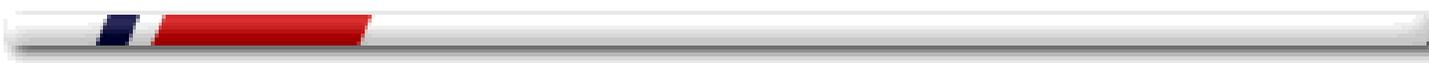
AUBURN, Mass. — Flotilla 10-10 members during their NSBW event at the Auburn Fire Department. *Front* (l-r) A. Fisher, J. Avallone. *Rear* (l-r) VFC T. Mandella, FSO-PA K. Costello, FSO-IS R. Picard, FC A. Padwa, FSO-MA R. Therrien.



GLOUCESTER, Mass. — Robert Amiro, DCDR4, demonstrates the proper use of an inflatable PFD to O'Maley Middle School student Penelope Keyes during the Station Gloucester Open House. (Photo by John W. Keyes, DSO-PB.)



BOSTON — District 1NR attend AUX Night at the Boston Pops Orchestra June 3rd, in full dress. *Front* (l to r) COMO Belmore, COMO Booth, COMO Kubat, DCOS Grossimon.



Help Wanted: Time, Enthusiasm and Teamwork Required

There are several skill sets being sought for on-going mission support in the publication and public affairs area. Because the publication and public affairs roles often overlap these people will work with both district staff as part of a strengthened team.

Contact John W. Keyes, DSO-PB through the Auxiliary On-line Directory.

Writer

- Independent research for articles for *Nor'Easter*
- Ability to interview people for articles
- Ability to draft an article
- Timely submission of article

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis



Publishing

- Ability to use MS Publisher and Adobe publishing software
- Interest in compiling and organizing layout of *Nor'Easter* on a quarterly basis

Orientation and training provided.

Editing

- Can provide editing to articles in *Nor'Easter*
- Assure articles are written using Coast Guard guidelines
- Ability to collaborate during editing process with writers
- Timely completion of editing

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis

Photography and Videography

- Provide regular and on-going photography for *Nor'Easter* and Coast Guard First District
- Assure photos and video comply with Coast Guard guidelines

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis

Social Media

- Ability to use various social media tools
- Ability to design, manage and coordinate social media messaging for district
- Interest in supporting or offering technical assistance to divisions and flotilla
- Assure that Auxiliary social med comply with Coast Guard guidelines

Additional opportunity:

- Interest in supporting Coast Guard First District Public Affairs effort on a regular or on-call basis



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<http://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 15 January 2017."

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

Calendar of Events 2017

<u>When</u>	<u>What</u>	<u>Where</u>
6 August	Yankee Homecoming Parade	Newburyport, Mass.
16 August	Cutoff for Letters of Intent (LOI) to run for District Office	
18 August	EXCOM /Board & Staff	WEBEX
20-27 August	NACON 2017	Orlando, Fla.
24-26 August	Newburyport Shark & Tuna Tournament	Newburyport, Mass.
26-27 August	Salem Antique & Classic Boat Festival	Salem, Mass.
22 September	EXCOM /Board & Staff	Assabet High School, Marlboro Mass.
22 September	Budget Committee Meeting	Assabet High School, Marlboro Mass.
22 September	Board & Staff Elections	Assabet High School, Marlboro Mass.

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

This publication received clearance on 1 August 2017.

