

The Cape Ann Quarterly

District 1NR, Flotilla 46 – Cape Ann

Volume 2 – Issue 4, 2015

Welcome!

Welcome to the Flotilla 46 – Cape Ann eNewsletter. The main goal of this publication is to enhance communications between elected and appointed flotilla staff and the general membership. Every three months we highlight the accomplishments of the previous quarter and broadcast flotilla-related events for the upcoming quarter. Members unable to regularly attend flotilla meetings can find some of the important, interesting and exciting goings-on here. In addition, annual member training requirements and flotilla member-submitted articles are included in these pages. So, welcome to *The Cape Ann Quarterly* – your eNewsletter.

Mandated Member Training (AUXMT)

Remember: All ten Auxiliary Mandated Member Training (AUXMT) courses must be completed in order to retain your operational currency and several other qualifications. Is your training record complete? A weekly-updated report can be accessed via the District 1NR website Member Information page, found here: <http://a013.uscgaux.info/members.htm>. Mandated Member Training includes:

Course Code	Course Number	Course Name	Frequency
SP	502379	Building Resilience and Preventing Suicide	every 5 years
SETA	810030	Security Fundamentals	every 5 years
PAWAR	810015	Privacy at DHS/Protecting Personal Information	every 5 years
POSH	810000	Sexual Harrassment Prevention	every 5 years
SAP	810045	Sexual Assault Prevention and Response	every 5 years
CRA	502319	Civil Rights Awareness	every 5 years
ET	502306	Ethics 1 / Personal Gifts	1 time only
INF	502290	Influenza Training	1 time only

**Note that IS 100.b and IS 700.a are also AUXMT taken 1 time only on the FEMA website here: <http://training.fema.gov/is/nims.aspx>

Upcoming Events

- Jan 7th, Division 4 Holiday Party, Marblehead
- Jan 9th, District 1NR Spring Training Conference, Quincy
- Jan 11th-13th, About Boating Safely Course, Ipswich
- Jan 23rd-31st, N-TRAIN Meeting, St. Louis, Missouri
- Mar 19th, RBS Program Visitor Workshop, Jubilee Yacht Club

Commander's Corner



It has been an honor and a privilege to serve as your flotilla commander. As I prepare to step down, I would like to express my deep appreciation for this opportunity to serve the Flotilla, the Auxiliary, and the United States Coast Guard. Flotilla 46 will be in good hands with Gardner Winchester at the helm. He will have the assistance of an experienced and able VFC in Dave Foss. I know and trust that all will lend a hand to help smooth the transition.

For those who have not yet served as an elected officer, I would strongly encourage you to start thinking about yourself in a leadership role. When considering nominations for this year's election, I was very pleased to reflect that we have several potential leaders in our small flotilla. From my own personal experience I can say -- despite moments of conflict and frustration -- I wouldn't have missed it for the world. It's been a great opportunity for learning and personal growth.

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2016 Flotilla Election Results!

Congratulations to Gardner H. Winchester II (Flotilla Commander) and David G. Foss (Flotilla Vice Commander), elected to their 2016 posts during November's Flotilla Meeting.

Commander's Corner (continued)

We are privileged to be based in the oldest fishing port in America. But remember also that this is the birthplace of drone technology, the birthplace of carrier aviation, and the cradle of Coast Guard aviation. Not to mention the home port of the original and authentic *Popeye the Sailor Man*. Here we work on the solutions to problems that others haven't even thought of.



Once and Future: Flotilla Commander John Mellen (left) will pass the torch to Gardner Winchester II on January 1st, 2016. Flotilla 46 remains in good hands as Gardner moves from VFC to FC and David Foss becomes the new VFC. (J.W. Keyes)

The Auxiliary will face severe challenges in the years ahead – challenges in budget, in membership, in implementing diversity, in rebuilding Surface Operations. There will certainly be other challenges thrown our way by Mother

Nature and world events. There is no better place to start looking for solutions than here. I've always said that Cape Ann has more cranks, eccentrics, and just plain creative thinkers per population than anywhere else on the planet. After us, there is only the Atlantic Ocean. What better place to come up with some new ideas for some of the problems we face. I hope that our flotilla can lead the way.

I look forward to working with you in the years ahead.

Semper Paratus!

John B. Mellen, Flotilla Commander

COASTSWEEP Nets Clean Beaches in its 28th Year

COASTSWEEP is part of an annual event to raise awareness and clean beaches from Boston to Bimini. In Massachusetts, volunteers have been pitching in to clean up stretches of beaches, marshes, seafloor, and riverbanks since 1987 and Flotilla 46 has made the event a Fall regular. Nine volunteers and family members from the flotilla participated in the beach cleanup event at Half Moon and Cressy's beaches in Stage Fort Park.



Flotilla members and family gather at Stage Fort Park for the annual COASTSWEEP event in October. (J.W. Keyes)

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The annual cleanup event is an excellent example of cooperation between state and local government agencies and the Coast Guard Auxiliary. The Massachusetts Office of Coastal Zone Management (CZM) coordinates nearly 3,000 volunteers collecting two tons of debris over 136 miles of coastline. They provide gloves, trash bags, signs and the documentation necessary to catalogue the cleanup.

The flotilla event coordinator liaisons with the Gloucester Department of Public Works to approve the cleanup location and to provide a means to dispose of the collected debris. Flotilla members provide the manpower! Once the cleanup is completed, a little fellowship is in order. This year the flotilla collected and catalogued nearly 100 pounds of debris.



A young volunteer stands next to a large tangle of fishing and lobster trap debris. This tangle proved to be too heavy to move by hand and the City of Gloucester DPW called in some heavy equipment. (J.W. Keyes)

From Rescue to Vessel Safety Check: Liana's Ransom

Early on the morning of March 30th, 2015, Coast Guard search and rescue crews from Station Gloucester, Air Station Cape Cod and the Coast Guard Cutter *Ocracoke* were alerted to a vessel in peril. The Canadian tall ship *Liana's Ransom* was 58 miles east of Gloucester in 10-foot seas with winds gusting to 30 knots. The 85-foot replica

pirate ship had lost all power, its main mast had snapped, and the crew of nine was tossed about wildly by the sea.

Initially, the Gloucester-based crew of the 47-foot Motor Life Boat (MLB) attempted to take the stricken vessel under tow, but about 30 miles east of Gloucester the heavy seas parted the towline. The schooner's crew was directed to don immersion suits and prepare to abandon ship. All nine crewmembers were brought aboard the MLB, but one was injured during the transfer and airlifted by a Coast Guard MH-60 Jayhawk. The vessel would eventually be towed to Gloucester Harbor for repairs.



A crewmember of the *Liana's Ransom* leaps to a 47-foot Motor Life Boat during the March 30th rescue. The Gloucester-based crew was able to rescue all nine crewmembers of the replica pirate ship. (USCG photo)

Fast-forward six months. In early November, local Vessel Examiners got the call that a rather unique vessel was in need of an exam. The skipper of the *Ransom*, Joseph Tilley, was planning a weeks-long voyage to the Caribbean and he wanted to be sure the boat was ship-shape.

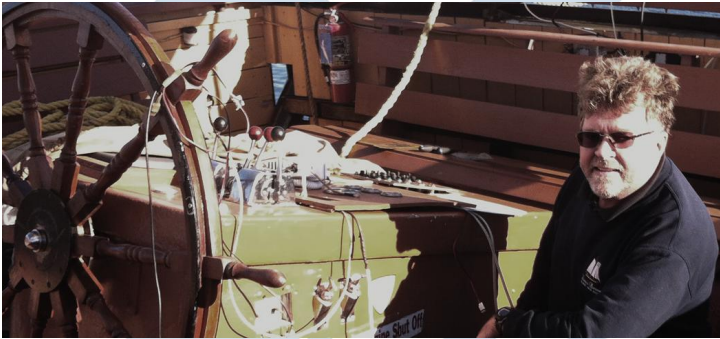
Although *Liana's Ransom* is registered as a Canadian pleasure craft, the crew's long voyage through U.S. coastal waters prompted Tilley to go the extra mile and get a Vessel Exam completed by the Coast Guard Auxiliary. The job of checking out the 85-foot replica pirate ship was divided between two Vessel Examiners, who had their hands full with the task. Extensive repairs had been completed since

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the two-masted schooner was tossed by the sea earlier in the spring, including new electrical wiring for the navigation lights and an engine overhaul. By mid-November the ship and her crew were ready to head back out to sea.



Joseph Tilley, skipper of the *Liana's Ransom*, affixes the Vessel Safety Check decal near the helm. Seven months after being rescued by MLB crews from Station Gloucester, the replica pirate ship prepares to set sail. (J.W. Keyes)

Opportunity + Disability + Diversity = Assignability

By Gerard Williams, BA-DADA

In the Auxiliary, there are many yet unfulfilled opportunities to add value to Team Coast Guard by identifying and smartly employing people who possess skills needed to meet Coast Guard readiness gaps. I witnessed many smart employment examples of diversity at work during my 26 year active duty Coast Guard career. As a Station Commanding Officer, Group Operations Officer, Atlantic Area/Fifth District Command Center SAR Controller, and a Sector Response Department Head, I had many opportunities to leverage the unique talents of a diverse workforce to achieve mission success. Luckily, I was always able to reach out to the Coast Guard Auxiliary and receive outstanding support and advice from people who had unique skills.

I was in command of a Coast Guard Station during 9/11. The months that followed were full of positive examples of the Auxiliary stepping forward and providing critical support

that allowed active duty and reserve members to get underway to guard the nation's waterways. Auxiliary member skill sets were recorded in a national database and we used that database to solicit specific skill set support from our auxiliary members - and they performed in a superior manner! That database is probably still around and has been augmented by more recent computer technology. We should scan those databases and ask people to help fill readiness gaps based on their skills. Unfortunately, one area that is often overlooked when we build personnel rosters is how to best employ people with disabilities.



Gerard Williams, BA-DADA and Commander, USCG (retired). (Photo is courtesy of BA-DADA Gerard Williams.)

We need only look to the National Incident Management System organizational framework to see many opportunities for people with disabilities to add their vast talents to mission success. For example, the ICS Logistics Section provides us with many positions that can be filled by

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people with disabilities. The Documentation Unit comes to mind as one such opportunity point where a more diverse work force can contribute by completing sedentary administrative type functions.

Leveraging diversity creates more comprehensive plans. Why don't we solicit more input and advice from people with disabilities as we develop our incident action plans (IAPs)? When I was a Response Department Head we had to draft an IAP for a mass casualty incident response based on the scenario of a sinking gambling vessel. That gambling vessel often carried over 300 people and many of them were elderly and disabled to include those using wheel chairs and walkers. We would have been crazy not to solicit plan design input from disabled members of our Team to help us identify and mitigate mission risk concerning the rescue of disabled persons from a sinking vessel, or worse from the water (PIW).

How else can we empower our shipmates with disabilities? I have employed people with disabilities to conduct shore-side SAR density patrols and weather reporting functions. They teamed with other members to chart boater density in my SAR "hot spots" and reported information to my Officers of the Day so we could better manage our small boat patrols. They subsequently worked a few SAR cases as defacto on-scene coordinators because they were there when boaters got into trouble. How rewarding was that for them? Answer... hugely rewarding!

The sky is no limit to diversity. I remember hearing of disabled Auxiliary air observers working patrols and SAR cases, and training other air observers.

Additionally, we should warmly embrace our returning disabled veterans who have and still want to serve with pride. We should help them to find places within the Auxiliary where they can contribute. One way to do this is to invite them to observe our team at work across the mission sets, and to then ask them to identify what they think they could add to our diverse talent pool. Seeking

information and knowledge from others is a tenant of diversity. Let's put diversity into action by asking others what they see as opportunities in our organization, and then let's work smartly to make those opportunities possible for all.

(The preceding article was previously published in *Partners in Auxiliary Diversity*, the Diversity Directorate's bulletin, First Edition 2015.)

Flotilla 46 Accomplishments, CY2015

- 1,425 hours recorded in AUXDATA
- 11 Shore-side ATON Missions completed
- 33.5 hours standing NET Control Radio Watch
- 1 BS&S Public Education Course completed
- 1 ABS Public Education Course completed
- 1 Suddenly-In-Command P.E. Course completed
- 89 RBS Partner Visits completed
- 21 Vessel Safety Checks completed
- 7 Members completed all 10 AUXMT Training Courses
- 5 Public Affairs Events supported
- 5 Member Training Events completed
- 3 AUXAIR MDA Mission Flights completed
- 3 Marine Mammal Observation Missions completed
- 1 "COASTSWEEP" Beach Cleanup completed
- 1 Service Academy Night supported
- 575lbs of food collected for *Feds Feed Families* Program

Awards & Recognition, 4th Quarter 2015

- John Mellen - Division Outstanding Performer Award
- John Mellen - TCT Training completed
- John Keyes - Aux. Public Affairs Specialist, PA1 Qualification
- John Keyes - Auxiliary Achievement Medal
- David Foss - Aux. Mandated Training completed
- Ralph Milroy - Aux. Mandated Training completed
- Gardner Winchester II - Aux. Mandated Training completed

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Hospital Point Lighthouse Gets Ready for the Holidays

Each year for the past six years, Division 4 Lighthouse Team Members have spent a day in the first week of December decorating the Hospital Point lighthouse and keeper's house for the holidays. The lighthouse and surrounding property, home to the First District Commanding Officer (currently Rear Admiral Linda Fagan), are kept in immaculate condition - so just any decorations won't do.



Pouring rain and gusting winds could not stop the Hospital Point Lighthouse Tour Team from completing their annual holiday mission. (J.W. Keyes)

A gold, five foot wide, lighted star is hung two-thirds of the way up the 45-foot tower on the Salem Sound side and a six-foot diameter wreath is hung just below the gallery on the side of the lighthouse facing the street. When lit, the decorations look like a Christmas card come to life. Although the pouring rain made the job a slippery one, a dozen members of the Lighthouse Team were able to complete the mission in about two hours. Just in time for hot cocoa in the admiral's kitchen.



Hospital Point Lighthouse Tour Team Members adorn the 45-foot tower with a lighted wreath and star. 2015 marks the sixth consecutive year the team has decorated the lighthouse for the holidays. (J.W. Keyes)

Newsletter Submissions

Do you have an interesting story to tell? Submit it to the flotilla commander for review and inclusion in *The Cape Ann Quarterly* newsletter today. Mission successes, Auxiliary history, membership interest stories, and photographs are all welcome. Your story should be told.

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Lifesaving Trivia

This Quarter's Question: How many lighted Aids to Navigation (ATONs/PATONs) are surveyed from shore, at night, each month around Cape Ann?

Last Quarter's Question: When referring to maritime safety, what does the acronym "SOLAS" refer to and when/why was SOLAS developed?

Answer: "SOLAS" commonly refers to the International Convention for the Safety of Life at Sea, an international maritime safety treaty that ensures ships comply with minimum safety standards. The treaty was first passed in 1914 in response to the sinking of the *RMS Titanic*.



Veterans Day 2015: Flotilla 46 sponsors a wreath-laying at the Coast Guard Air Station Ten Pound Island memorial. Ten Pound Island, home of the first permanent Coast Guard Air Station, is pictured in the background. (J.W. Keyes)



Flag of the International Maritime Organization (IMO). The IMO is the source of approximately 60 legal instruments that guide the regulatory development of its member states to improve safety at sea, facilitate trade among seafaring states and protect the maritime environment. The most well-known is the International Convention for the Safety of Life at Sea (SOLAS).

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Newsletter Staff

Flotilla Commander:

John B. Mellen – john.mellen.46@gmail.com

Flotilla Publications Officer:

John W. Keyes – jwkeyes@yahoo.com

eNewsletter Editor:

John W. Keyes – jwkeyes@yahoo.com

Publication cleared for release 12-16-2015.

Flotilla Website: www.USCGACapeAnn.com
Flotilla Message Center: 978-304-9269
Flotilla Facebook Page: USCGA Cape Ann
Flotilla Twitter Account: @CapeAnnAux