



SAFE HARBOR

Flotilla 65, 1st District Northern

Volume 1, No. 5 - October 2009

Message from Mary Baumgartner, FC

Boating season is almost over and as our vessels come out of the water

Public Education Classes and Member Training get underway!

Our BS&S class began Sept 14th with 45 students arriving at our doors thanks to an enormous advertising effort from our Public Affairs officers! As we got to know our new students' interests it quickly became apparent that we needed to split the class. So another milestone is reached with Monday nights with the addition of a sail class (SS&S) of fifteen students and a class of 30 for the BS&S.



Member training is underway and I would like to encourage the 30+ new members sworn in so far this year to consider joining one of these classes. Likewise any members wishing to become more involved should avail themselves of the opportunities for this advanced training. On top of all this a new member BQ class began on September 24th with 20 students

Attendance at the flotilla meetings is excellent but we have room for more. If you have not had the chance to attend recently please come and join us, be active. Fellowship in the auxiliary is a wonderful thing!

Keep an eye on the web site
<http://a0130605.uscgaux.info>.

HALLOWEEN BASH!

Saturday, Oct. 24 from 7:00 pm - ?
All Welcome - Members & Guests!
Come in costume or ELSE!
Music, Food, Dancing, Contest,
Raffle and Fellowship!



AUX PATROL SAVES THREE



[l-r] Rodney Thomas, Leo Lake, Robert Joseph, Paul Sadeck.

Safety patrols are not often exciting. There is always the occasional boater out of fuel or even a broken motor for a patrol's usual fare. For four Auxiliarists from New Bedford Flotilla 65 Wednesday, August 26, 2009 was another story altogether. With Coxswain Paul Sadeck and crew members Leo Lake and Robert M. Joseph and trainee Rodney Thomas on board the AMYJULIE departed Flotilla 65's docks at 8:00 a.m.

Departing the New Bedford Hurricane Barrier the boat headed southeast to the area near "Black Rock" to check on two vessels. A quick wave from both boats and the patrol turned southwest toward South Dartmouth.

As the patrol continued heading southwest the wind began gusting with seas now running around two feet with an occasional 3 footer. Destination, "The Sandspit". Upon arrival waves were rolling over "The Sandspit" and there were few mostly large sail boats enjoying the benefit of the good wind.

The patrol later continued around the Ricketson's Point breakwater into Padanaram Harbor where they patrolled the harbor as far north as the bridge and headed back out.

Continued on next page

RESCUE *continued*

Clearing Ricketson's Point, the plan was to continue to Wilber's Point at the southern end of Fairhaven. The wind was now blowing around 25 knots but the wind and the four foot rolling beam-sea was readily handled by the boat. As the patrol continued southeast, the comment was made by Coxswain Paul Sadeck to the crew was that they were just going over Bent's Ledge, "Leo Lakes' favorite fishing spot".

Almost immediately crewmembers Leo Lake and Bob Joseph observed a small boat and people waving. Turning northeast the patrol pulled alongside a white 17 foot center console which was submerged to the gunnels. The two men aboard were waist deep in water with life jackets around their necks which had not been properly tied. The captain's life jacket was actually on backwards. One boater spoke Spanish and the captain spoke broken English but Rodney

Thomas, a trainee on our boat, spoke to them in Spanish. The captain gestured to the south, saying another person was in the water. The crew immediately called Station Menemsha and advised them of the situation and position and asked for assistance. Menemsha asked the patrol to attempt to locate the person in the water. After quick search of the immediate area they were unable to immediately locate the boater.

The Auxiliarists were directed to remove the boaters from the partially submerged boat and were informed that the Station's boat was enroute but due to sea conditions it would take about 45 minutes. On the first attempt to remove the men from their vessel they appeared too afraid to leave but after talking them through the process of properly securing their lifejackets a second approach was attempted. A large wave appeared behind the small boat, nearly rolling it over. Both men then decided they wanted to get off of the submerged boat as quickly as possible.

The vessel owner caught a thrown life ring on the second attempt and jumped into the water and was pulled to the patrol vessel. As the Auxiliarists made a third approach the second man jumped into the water where a life ring landed next to him and he was pulled aboard. Neither man was injured.

The captain reported that a third man had jumped or fallen off the boat "near a red buoy" when they had been swamped nearly an hour before. The closest red buoy, Bents Ledge, was nearly 1.25 nautical miles southwest - directly into the oncoming waves. The AMYJULIE headed for the buoy with the four Auxiliarists searching for an orange life jacket. The first orange object spotted turned out to be an lobster buoy but the patrol continued their southwest route for several more minutes. Bob Joseph and Leo Lake spotted orange dead ahead.

It was the third man. Appearing near exhaustion, he had his left arm around a child's orange life jacket with a white fish cooler cushion tucked under his right arm. An accurate toss of the life ring landed right over an upraised arm. With the crew encouraging him to hold on they pulled him to safety on the boat. Conscious but lethargic and shivering, the rescued boater was also holding his chest in pain. It was 12:21.



Fairhaven Fire and Police meet the 65 boat

Station Menemsha was advised that the Auxiliary patrol had the third party and the complaints of chest pain and arranged to have the Fairhaven Fire Department ambulance meet the Auxiliary boat at the ramp adjacent to Flotilla 65. He was tended by the crew as the patrol headed for New Bedford harbor. The injured man was transported to St. Luke's Hospital in New Bedford for treatment. The two other men refused medical treatment but were brought to the Coast Guard Auxiliary's Fairhaven headquarters where they contacted their families.

The rescue by the crew from 65 was recently featured for in the on-line Auxiliary publication – SITREP.

Story by Mike McCormack from an official report



AT THE GAS DOCK – A FELLOWSHIP UPDATE

Upcoming events for the ARSBC include a Halloween Bash beginning at 7:00 p.m. Saturday, October 24th.



Costumes are expected and there will be prizes awarded. For more information contact Entertainment Chairpersons – Tony & Alice Macedo at 508-291-1916. If you haven't had the chance to attend any of the amazing Fellowship events at the club this year, please join us on the 24th. Bring finger food!

Dock construction will continue on Saturday October 24th and 31st. Start time will be 8:00 a.m. Contact person for information is Construction Chairman Jim Hebert.

The lounge has undergone an amazing transformation thanks to our bar manager Dave Barrett and a long list of members who have contributed many hours of their time and talents. There are regular hours Thursday and Friday evenings. Please call the club at 508-992-8165 to check to see if the bar is open at any given time.

Docks Out day is scheduled for Saturday, November 7th, rain date November 14th.

A reminder that all slip fees need to be paid by 12:00 p.m. Saturday, November 28th to the Pier Chairman, Joe Alcobia. Joe is available Saturdays and Sundays from 9:00 a.m. to 12:00 p.m. at the club.

New slip assignments take place on Sunday December 6th. Sign begins at 9:00 a.m.

UNIFORM PROCUREMENT GUIDE

The Auxiliary UPG (Uniform Procurement Guide) was updated as of Oct 1 to reflect new contacts and sew on uniform device and insignia vendors. It is available to view and download on the P-Department website from the Uniform Division Link. <http://www.auxpdept.org/>

AUXILIARY RESTRUCTURES

At the National Convention this past summer National Commodore Nick Kerigan announced sweeping changes to Auxiliary National Organization. "The staff is being organized to mesh closely with Coast Guard organization to facilitate greater synergies and effectiveness as the Coast Guard moves toward implementing Modernization", Kerigan said. "This reorganization will enable the Auxiliary to meet future needs and will facilitate performance and readiness."

Deputy National Commodores (Two Stars) are established for Operations, Operations Policy, Mission Support, and Force Readiness. Assistant National Commodores (One Star) will oversee Response & Prevention, RBS, Operations Policy & Resources, International Affairs, Mission Support, Chief Information Officer, Readiness Support, and Planning & Performance Support, Chief Counsel, and Strategic Analysis. Department Chiefs and Deputy Department Chiefs will now be Directors and Deputy Directors. There are no organizational or name changes below Deputy Director.

Story from a press release by AUX-PA

MEET – KEITH STALTER

By Mary Baumgartner

Keith became a Qualified Vessel Examiner in 2007 and Qualified as an Instructor in 2008. He assumed the duties of FSO-MT for 2009 and has been responsible for scheduling all of the member training classes along with being a busy instructor. Along the way Keith has taken and passed four of the AUXOP Specialty Courses: AUXCOM, AUXNAV, AUXSEA and AUXWEA.

He was a commercial fisherman for 8 years serving as both mate and captain before spending the last 21 years at Imtra Corp. as a marine importer and distributor in the New Bedford Industrial Park. He repaired and did custom outfitting of inflatable boats, life raft inspections and worked in the shipping department.

He resides in Acushnet with Gayle, his wife of 32 years who is also a member of Flotilla 65. Keith joined the Flotilla in May 2002 and has given many hours in support of the auxiliary.

INCIDENT COMMAND SYSTEM SELF-STUDY IS STILL IMPORTANT!

While most emergency situations are handled locally, when there's a major incident help may be needed from other jurisdictions, the state and the federal government. NIMS was developed so responders from different jurisdictions and disciplines can work together better to respond to natural disasters and emergencies, including acts of terrorism.

FEMA's NIMS Integration Center is urging all everyone whose responsibility involves emergency management to review changes made to the National Response Plan (NRP) by the Department of Homeland Security. DHS updated the NRP as required to incorporate procedural changes based on lessons learned from exercises and real world events. These changes emerged from organizational changes within DHS as well as from the experience of responding to Hurricanes Katrina, Wilma and Rita in 2005. The new documents maybe found at www.fema.gov/emergency/nims.

Meanwhile, the IS-800 National Response Plan: An Introduction, Web-based training course will be revised to reflect the changes to the NRP. If you have already completed IS-800 training you will not be required to re-take the training. However, the Center urges everyone, especially those who have completed IS-800, to review the changes.

The Auxiliary will play a big role in supporting the Coast Guard and the communities of our area in the event of an Incident of National Significance. Don't miss out on this free training.

COURSES

<http://training.fema.gov/emiweb/IS/crslist.asp>

AROUND THE OLDE HARBOR



New Bedford Railroad in 1903



Acushnet Park in the 1910's



Digging for Clams in 1890's

Did you know that for two years in the 1870's the first School of Instruction (CG Academy) of the United States Revenue Service (Coast Guard) was on board the Revenue Cutter Dobbin which was home ported in New Bedford (the Dobbin berthed at Fish Island? Unfortunately we didn't have much political clout back then (one would assume) and Fort Rodman lost out to Fort Trumbull in New London as the Academy's permanent home. The first Commandant of the Academy, by the way, was Commodore Ross and he is buried in Rural Cemetery.

FLOTILLA LEADERSHIP COURSE NOW ONLINE

The Flotilla Leadership Course (FLC) provides Flotilla Commanders (FC) an organizational framework and resources to successfully manage their Flotillas. It orients the FC by presenting leadership and management concepts and providing tools and other online resources that support the requirements of this position throughout its tenure.

The FLC covers essential aspects, resources and tools for effective transitioning of the Flotilla to the new administration. The topics covered include: surveying the needs of members; applying Robert's Rules of Order; conducting effective meetings; managing communications and financial operations; recognizing performance and developing members; recruiting new members; utilizing computer tools and web resources and handling data management issues.

REQUIREMENTS FOR ELECTED OFFICE

The existing APC Course and online test is still an acceptable method of assuming Leadership in the Auxiliary. Below are two new ways to meet eligibility requirements.

The FLC may be used to satisfy current requirements to stand for election. It may be taken locally as a residential course or online as a self-paced course. The online version was developed with the assistance of Southern New Hampshire University (SNHU). For the online version members are required to take a test at the completion of each module. There are a total of 12 modules and a bank of 120 test questions. Members need to respond to 108 questions correctly (90 percent) out of 120 questions to pass the tests for all modules. Upon completion of the online course a certificate will be issued and the qualification for election will be entered into AUXDATA.

The **residential version** of the FLC will be made available via a CD to all Districts. This course has the same core content and materials as the online version. It is intended for two days of instruction and a test is not required. Upon completion of the residential course a certificate will be issued and the qualification for election will be entered into AUXDATA.

Two requirements are needed for the residential course:

1. It must be endorsed by the Director and the District COMO and offered by the District.
2. It must contain all core content.

(Districts may add additional content as needed, but must guarantee the core.)

This multiple approach to course delivery gives members more options to receive the necessary training to pursue leadership roles within the organization.

COURSE GOALS AND OBJECTIVES

The Coast Guard provides a working environment that enables everyone to reach his or her full potential and maximize the Coast Guard's mission success. Every member of Team Coast Guard - Military, Civilian, and Auxiliary at every rate, rank, grade, and position - has important leadership responsibilities: Honor, Respect and Devotion to Duty.

Only DCO's can order the Flotilla Leadership Course CD-2024 from ANSC. To take the Online Course contact Juan Hernandez, info below: Please address your inquiries to: Juan C. Hernandez, PhD
Commander Flotilla 86 & Division Chief -
Instructional Design USCG Auxiliary National
Training Dept. (941-493-2840 7 FAX: 941-497-1548)
drjhernandez@comcast.net.



Robert Benoit and Michael Mulroy are sworn in at the September 2009 flotilla meeting

**How can you participate
without going to sea?
How about landside
Homeland Security Patrols.**

*(And you get to drive a
Coast Guard truck.)*



FLOTILLA TRAINING SCHEDULE

One hour TCT Refresher - 1930 October 24, 2009

AUX Patrol begins November 5 – Thursdays

AUX Weather begins November 10 – Tuesdays

Next BS&S Classes January 2010

District Conference

January 8, 9 and 10 – Quincy Marriot

Being offered at the January Conference

Vessel Examiner - ICS-210

Aids Verifier - Program Visitors

Waterway Watch - Instructor Development

Marine Safety - Communications

**Congratulations to our Vessel Examiners. As of this issue VE's have
completed 531 VSC's and 13 operational facilities.**

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