

THE JETTIES



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A VERY SPECIAL EVENT JUNE FLOTILLA MEETING ABOARD THE *USCG CUTTER RELIANCE*

by *John McDonald, ADSO-PBR 1NR*

For our June flotilla meeting we enjoyed the hospitality of the officers and crew of the USCGC RELIANCE. In January, CDR Mike Hamel, USCG, Commanding Officer of RELIANCE, traveled to Newburyport to give a presentation on the missions of the cutter. At that time he invited the flotilla to meet onboard the ship once the weather warmed up. The weather on that night in June was beautiful. During the day rain had threatened, but the skies cleared in the early evening and we witnessed a lovely sunset from the deck of the cutter.

Frank Keslof made arrangements to get us on the base; Portsmouth Navy Yard is an active military post and not open to the general public. He even made up customized maps that were graciously distributed by the Department of Defense Police at the gate to help guide us to the appropriate dock. One of the last members to arrive was Ray Wood, which was rather fortunate. As a retired US Coast Guard Rear Admiral, his arrival and departure were accomplished with ceremonial honors. His presence aboard was announced over the ship's intercom and the petty officer of the deck sounded the appropriate number of bells for a rear admiral arriving on a military vessel. It was gratifying to witness this ceremony for one of our flotilla members.

Once all were aboard we had a very brief business meeting and then divided up into small groups to tour the ship. The guide for my group was Ensign Rula Deisher, USCG, who was also the overall coordinator of our visit. ENS Deisher guided us from "stem to stern" and we were able

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Using the "big eyes" on the USCGC Reliance, Ron Booth, VFC, reads a menu two miles away at a restaurant in downtown Portsmouth.



On the bridge of the USCGC Reliance, John McDonald at the helm and in the captain's chair, Mike Keslof, FSO-CS.

NEXT FLOTILLA MEETINGS

Note that there will be
NO August Flotilla Meeting
Have a happy rest of the summer!

THUR 6 September 01 at 1930
Plum Island Boathouse

JUNE MEETING, USCGC RELIANCE

(Continued)

to visit and ask questions about all of the ship's systems. She even graciously showed us her own quarters, which she described as quite luxurious, "even better than my room at the Academy." A member of our group was Fred Beaulieu, an old "sea-dog" with twenty years of service in the Navy. He was able to ask some interesting questions about the ship and its systems that those of us without his experience wouldn't have thought of. The galley crew had prepared some "treats" for us and we stopped by the wardroom during our tour to enjoy them.

One thing that really impressed everyone was how well the vessel was maintained despite its age. CDR Hamel explained that the RELIANCE was the first ship of its class and well over 30 years old. Well, the condition of the ship and its spotless appearance, even in the mechanical spaces, say quite a bit about the crew. They are obviously a dedicated, hard-working bunch and are very proud of their vessel. While we were there, we could see that the endless job of "chipping and painting" was underway as the crew took advantage of every spare moment in port to perform maintenance.

They are not long in port; the RELIANCE will probably be back at sea as you are reading this edition. Apparently their mid-summer cruise will be fairly short and local but they will be heading to the Caribbean again this fall for another drug enforcement mission. Everyone present from Flotilla 38 was extremely grateful for the hospitality we were accorded. The officers and crew of USCGC RELIANCE went out of their way to ensure that we had an enjoyable experience while onboard. Before leaving, we presented a most appropriate gift for the crew, an artist's rendition of the first vessel of the Coast Guard, the *Revenue Cutter Massachusetts*, which was launched in our own home port, Newburyport.



"OK lets take this baby out for a spin," John McDonald (left) and Ron Booth getting in trouble.



Mike Keslof (left) and Frank Keslof onboard the RELIANCE.

RELIANCE CLASS CUTTERS

by Frank Keslof, DSO-PB INR

Here's a little more background on the Coast Guard vessel we visited for our June flotilla meeting. First of all, remember that a cutter is any Coast Guard vessel 65 feet in length or more, which has living accommodations for its crew. Medium endurance cutters like the USCGC RELIANCE are used for conducting law enforcement and defense operations, marine science missions, search and rescue missions and coastal surveillance. These vessels also have a hangar deck capable of launching and recovering helicopters.

There are two types of medium endurance cutters based in the First Coast Guard District, the 270-foot Famous Class and of course the 210-foot Reliance Class Cutters. You will note that the vessel we visited at Portsmouth Navy Shipyard is the first built and, therefore, the namesake of its entire class of vessel. In accordance with Coast Guard policy, all cutters of a given class are named in a similar fashion. The 210-foot medium endurance cutters of the Reliance Class are all named after "commendable human traits." The vessel numbers and names of the (WMEC) Reliance Class plus the year they were launched and their locations are listed.

Note the age of the RELIANCE versus the outstanding condition of the vessel when we visited. This says a great deal about the pride, dedication and hard work of the crew.

615	Reliance	6/64	Kittery, ME
616	Diligence	8/64	Wilmington, NC
617	Vigilant	10/64	Cape Canaveral, FL
618	Active	9/66	Port Angeles, WA
619	Confidence	2/66	Cape Canaveral, FL
620	Resolute	12/66	St. Petersburg, FL
621	Valiant	10/67	Miami Beach, FL
622	Courageous	10/68	Panama City, FL
623	Steadfast	9/68	Astoria, OR
624	Dauntless	10/68	Galveston, TX
625	Venturous	10/68	St. Petersburg, FL
626	Dependable	11/68	Portsmouth, VA
627	Vigorous	5/69	Cape May, NJ
628	Durable	12/67	St. Petersburg, FL
629	Decisive	8/68	Pascagoula, MS
630	Alert	8/69	Astoria, OR

FLOTILLA COMMANDER'S REPORT

Steve Tudal, FC

Fellow 38 members, I hope everyone is having a good summer so far. Since the last issue of *The Jetties*, many things have happened.

First I would like to point out that our flotilla did very well at the last conference held in Portland, Maine. We did well in respect to the number of members attending and, due to the outstanding efforts of your fellow flotilla members in the year 2000, earned several awards. They are as follows: the Doris F. Close Plaque for most public education youth sessions, the Shepard A. Lesser Plaque for most public education sessions; the district 3rd place award for flotilla public affairs; and, the award for best flotilla newsletter in the district, *The Jetties*. Also note that due to the hard work of the division PB team (from Flotilla 38), Division 3 earned the award for best division newsletter, *Tidal Waves*. A lot of work goes into all of these programs, and many flotilla members put in the effort. However, a special mention goes to those who spearhead the efforts in certain program areas; year after year, they always step up and make a difference. Specifically, **Dolly Thomas** for public education missions, **Jim Thomas** for public affairs, plus **Matt** and **John McDonald** and **Frank Keslof** in the publications area. All of these folks depend upon the support of our members to help them perform their missions. There never is enough help, so please try to make every effort to assist them. As for all the members behind the scenes not mentioned here by name, I trust the FSO that you've assisted will be thanking you in their own future columns.

For those of you that missed our June meeting aboard the USCG CUTTER RELIANCE, I can only say that you really "missed the boat." The entire crew of the RELIANCE was outgoing and extended us every possible courtesy. We were given outstanding tours of the entire ship. We also had the pleasure of seeing Rear Admiral Raymond Wood sneak out of



At the spring district conference, COMO James Anderson, DCO INR (left) presents Steve Tudal, FC one of the several awards earned by Flotilla 38.

(photo by John LeJeune, INR PA staff)

retirement to join us. RADM Wood was accorded military honors befitting a flag officer as he boarded and departed and was shown great respect by the crew and officers of the cutter. Commanding the RELIANCE is Commander Michael Hamel, a Methuen, Massachusetts native and a very gracious host. The flotilla has been invited to visit with them again and I certainly hope we do.

There will be no flotilla meeting during the month of August! Please check *The Jetties* and *Tidal Waves* calendars for upcoming events. Also, I don't wish to let the cat out of the bag, but rumor has it that the McDonalds are afloat again with a newer and bigger vessel. I also understand that they will be underway on a cruise soon (but I'm not saying anything, you didn't hear it from me). Congratulations Matt, John and Sheila!

DON'T SWEAT THE BIG BITE, KEEP YOUR EYE ON THE SKY

(Something heard recently on public radio)

The media has been in frenzy over the shark attack on an 8-year old boy in Florida recently. Interestingly enough, there was a recent broadcast on National Public Radio comparing shark attacks to guess what, lightning strikes. It was pointed out that on average there are less than 50 shark attacks reported per year in the U.S. and only 1 death occurred in the last year. However, 74 people died from lightning strikes last year and many more people were injured. About one out of ten reported lightning strikes results in a fatality.

So the apparent message is that we should be more concerned about lightning versus sharks. We have the results of scientific research conducted by members of Flotilla 38 to also consider. Recall "Flash and Splash," better known as the Shippees. We know for a fact that Frank Shippee was struck by lightning while underway; we hold our opinion on any evident ill effects. On the other hand, when Roberta Shippee fell overboard, there was definitely no shark attack!

PUBLIC EDUCATION UPDATE

Dolly Thomas, FSO-PE

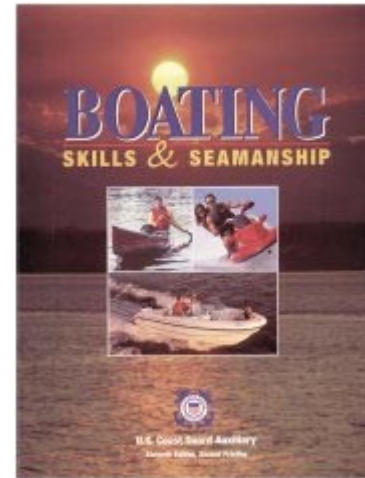
Another season of public education classes (BS&S, BCN, & Boating Safely) has been completed. On behalf of the flotilla, I wish to thank all the instructors and aides that helped in public education this past pre-boating season. Thank you to: Ron Booth, Fran Hunt, Jim Carter, Frank Swain, Bill Graham, Jim Maranto, Christine Maranto, Terry Kalil, Rick Kilborn, Frank Keslof, Adam Munroe, Dave Stickney, Paul Hazel, Anita Rossi, Wayne Cedres, Charles Pencinger, and Environmental Officer Linda Thomas.

At the spring awards conference in May, Flotilla 38 was recognized by the district due to the hard work of the above mentioned folks. We received the Shepard A. Lesser plaque for the flotilla with the most public education sessions. We also received the Doris Close Public Education Award for the flotilla offering the most youth public education classes in the district. The flotilla also received the district's third place award for public affairs missions. Check out the awards when you're at the boathouse next time and again, thank you to everyone who took part in these mission areas.

The fall public education season will begin 18 September at 1900 with an eight-week Boating Skills and Seamanship Class. This will be held in West Newbury at the Pentucket Regional Middle School, which is on Route 113 at the West Newbury – Groveland town line.

Class times will be from 1700-1930. Once again, your help would be greatly appreciated, especially at the following sessions:

Registration and introductions on 18 September;
Piloting on 16 and 23 October;
Lines and knots on 30 October;
Final class/exam on 6 November.



Editors note: Dolly once again forgot to take credit for herself and her husband Jim Thomas. Our awards and the success of our public education and public affairs programs are largely due to their efforts. Thank you Dolly and Jim, from the rest of us.

A WORD OR TWO FROM THE VICE COMMANDER

Ron Booth, VFC & FSO-MT

Boat crew training is progressing well and continues on Wednesdays at USCG Station Merrimack River. It is a long involved process for the students and instructors and the flotilla greatly appreciates everybody's efforts.

For those of you interested in pursuing other types of training and qualifications, the district does provide another option for taking any required exams. Members may take the exam online in the following four areas: Vessel Examiner, Instructor, Marine Dealer Visitor, and the Administrative Procedures course. You may also take the NAVRULES test (but only if you are re-qualifying). The website for the tests, complete with instructions is:

<http://www.dirauxannex.org/bctest.html>

Speaking of new course offerings, AUXPAT will be offered later in the summer or early fall.

A reminder for all members: you should have received your annaul dues reminder in the mail by now. If you did not receive a notice, you need to let us know. Dues need to be paid by 1 August (not on 1 July); there was a delay at DIRAUX in getting the forms produced. Therefore, the \$1.00 late fee will not be charged unless you pay after 1 August. This is a crucial funding source as your dues help pay for the activities we all take part in.

One of the key activities of our flotilla is member recruitment, it is new members that help to keep the flotilla going and bring new and different perspectives to the organization. If you know somebody who might be interested in joining the Auxiliary, please bring that person to one of our upcoming flotilla meetings or events. We would be happy to welcome new hands on-board.

THE LATEST WEATHER TIP WHAT MAKES A RAINBOW ?

by Matt McDonald, FSO-PB

Note: The weather tip for this edition comes from a question posed by Lillian Booth who perhaps saw one of the many rainbows generated following this summer's round of thunderstorms. Weather research and forecasting has become a serious hobby for your editor. If you've got a question, especially if it relates to maritime weather, send it in. If the answer can be found we'll publish it.

In 1304, a German monk named Theodoric was the first to discover what causes rainbows. He did experiments observing what happens to sunlight as it was passed through a large, water filled globe. Using a similar technique he was able to demonstrate the reflection and refraction processes that occur as the sun shines through myriad raindrops. In order to see a rainbow, three conditions must be met. First, there must be raindrops, preferably from a heavy thundershower. Second, the sun must be shining. Third, the observer must be between the sun and the raindrops. The rainbow will always be in the sky directly opposite the azimuth of the sun. The lower the sun is in the sky, the higher the arc of the rainbow. The best rainbow watching happens while looking east near sunset, you should look in the part of the sky directly opposite the sun.

Sometimes a rain shower will produce two rainbows, seen as concentric arcs. The inner (and brighter) rainbow has red on the top and the blue on the bottom side. The outer (and dimmer) rainbow has the color scheme reversed. The technical name for the second arc is a supernumerary rainbow. The double arc is formed when the light is very bright causing a second reflection within the raindrops that emerges at a different angle when compared to the primary arc thereby forming a second arc. I have read reports of a third arc, but have never seen one myself.

Rainbows may also occur at night, this is caused by the lunarequivalent of a solar rainbow. A nighttime rainbow is a very rare phenomenon and occurs only when the moon is bright enough and positioned properly with respect to a rainstorm to cause the light to be reflected and refracted in a similar fashion to what occurs in daylight. Generally speaking, however, the colors of a nighttime rainbow are very muted and may appear white. Speaking of colors, the color scheme on the rainbow will have the red colors on the inside of the arc and the blue colors on the outside of the arc. The sequence is red, orange, yellow, green, blue, indigo, and violet, from inside the arc to the outer side of the arc.

There are two questions that are most asked regarding rainbows. The first is, do they have any forecasting value? The answer is "no", other than to prove that a cloud, that may have passed without wetting you, has now decided to rain and, therefore, perhaps there are more showers to come. The second question is, where is the rainbow's end? Because a rainbow is an optical illusion (it's reflected and refracted light) you just can't catch up to it. When you move, so does the rainbow. If you try to find the end of a rainbow, you'll have a long, long walk. The rainbow does not end in a physical place so, if you're after a pot of gold, focus on catching a leprechaun!

One of the most amazing things about rainbows is that everyone sees their own version of one, even though we agree as to where it is and what the colors are. This follows because the colors are due to reflection and refraction through spherical raindrops. The light from the sun is bent and reflected within the individual drops back to the observer. There is a particular angle of refraction where the light becomes very concentrated and this is different (albeit a very slight difference) for each person.

SEA STORIES

(Or, why public education is a vital mission of the Auxiliary)

We just have to pass on these stories from Fred Beaulieu, FSO-Communications. He swears these are true stories, and of course he is a retired Navy seadog with 20 years of service and veteran sailors never exaggerate.

He recalls the man who ran aground and couldn't understand how it happened. He was using a brand new chart and there was no sandbar noted anywhere on it. The boarding officer asked to see the chart and the hapless captain immediately produced a brand new place mat from a local seafood restaurant.

Then there was the pleasure boat that cruised by the nuclear submarine and a woman leaned out and yelled up to the sub, "are you an aid-to-navigation?" The captain answered through the loud hailer, "no ma'am, we are a U.S. Navy submarine". The lady replies, "oh, that's why we can't find you on the chart."

Finally, there is Fred's suggested test question for the BQ exam. Where are the headlights on a ship? Why in the head of course, you'll never find the toilet paper in the dark!

CRUISING THE ERIE CANAL



The McDonalds are proud owners of a new 32-foot cruiser, which is currently docked on Lake Champlain. The place of purchase was on Lake Erie however and it was retrieved by John McDonald with the assistance of Frank and Mike Keslof. It was a fascinating trip from Lake Erie via the entire length of the Erie Canal, the Hudson River and finally the Champlain Canal. Here we share a few pictures here with you. By the way, does anyone else in this flotilla own a camera and spend time on the water? Your PB staff keep publishing their cruising articles, but it would be nice to get some other contributions once in awhile!

At top left, John McDonald and Mike Keslof ham it up as we wait in one of the 45 locks we passed through.

Below that, John is observing one of many trains we passed. We sounded the correct signal for passing port-to-port and were surprised when the train signaled back. We have no idea what he was signaling, nothing out of the NAVRULES.

At bottom left, is one of several sailing vessels from Europe that we saw on the canal. This one had a Russian hailing port noted on the stern.

At bottom right we are exiting Erie Canal Lock 17 at Little Falls, New York, the one with the biggest change in height. It is also unusual since it is a Guillotine-type lock.





At top left, Frank Keslof on the stern as we exit yet another lock.

Bottom left, yes that is a green nun; there were all sorts of strange ATONs on the Erie Canal. (You will have to be viewing the electronic version of *The Jetties* in color to confirm this.)



Top right, in one place, the canal flowed through an aqueduct type of bridge over the roads and fields. It seemed strange to be in a boat going over a bridge instead of under a bridge.



At bottom right is one of the many scenic towns; the old barge terminal area was restored to what it looked like prior to the Civil War period when the canal first opened. Many local communities restored the terminals and provided water and electrical hook-ups free of charge to any boat that wanted to tie up.



COMMUNICATIONS UPGRADES

Fred Beaulieu, FSO-CM

I am happy to report that Flotilla 38's communications room at the boathouse now has improved range and quality of radio transmissions. A new antenna was installed on the steel tower atop the boathouse and a new coaxial cable was run from the roof to the communications room. A lightning arrester has been installed as well.

Installation was accomplished by Fred Beaulieu and Frank Keslof. We were assisted by Ron Booth, who was on the ground to go for help in case we fell off the roof. Actually, there was no real concern with two full-time emergency service professionals trained in high angle rescue and wearing safety harnesses. However, Ron was making fun of me because I was taking so long to get into the harness. The only real threat was the seagulls, they had to be driven off with a crescent wrench. The one in the lower left corner of the bottom photo kept circling and threatening an attack with biological weapons.

Since we have added quite a bit of height, we are pulling in stations from father afield in the district and have much better reception of stations participating in the division net. As always, flotilla members are welcome to join us for the Division 3 radio net on Wednesday evenings and Sunday mornings. The communications room has its own coffee maker which is always working when the radio is on.





As a follow up to the weather article on page 5, a rainbow appearing over the Merrimack River, seen from the docks at the Merri-Mar Yacht Basin.
(Photo by John McDonald, ADSO-PBR 1NR)

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