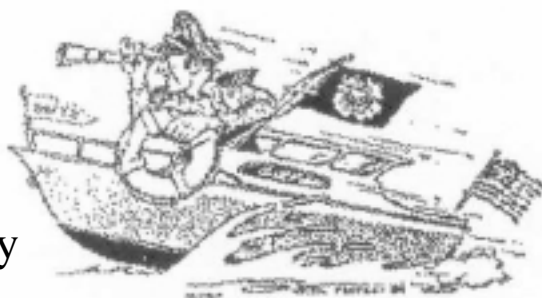


Summer, 2010



NAUSET en-LIGHT-ener



US Coast Guard Auxiliary
Nauset Flotilla 11-6

Vol. 10 No.2



From The Helm...

We tend to concentrate on our own flotilla's activities and it is easy to lose sight of the bigger picture. So, this month I've put together a comparison of all the flotillas on the Cape and Islands, otherwise known as Division 11. You will notice variations in member activities, often influenced by the proximity and size of the nearest Coast Guard stations, but by and large, the flotillas are engaged in similar activities. It makes sense to take advantage of the capabilities and skills available across the division. There is no reason why a crewman from one flotilla can't patrol with another flotilla's coxswain and OPFAC. Many of us in 11-6 have received much of our training from instructors in other flotillas. It's great to have friendly competition, but also makes sense to cooperate in the interest of the boating public, and take advantage of each others' strengths. **Division 11 breakdown on page 2.**

Howard Chesley - Flotilla Commander



From Public Affairs
As you all know, Flotilla 11-6 had a Boating Safety booth inside West Marine on 27 May (set up) 28 May & 29 May in honor of Safe

Boating Week.

Helping to man the booth were **Carl Bertelsen, Bob Brennan, Howard Chesley, Roy Christie, Bill Heuss, Wilbur Johnson, Len Lawrence, Joe Martin, and Mike Sokasits. - Roy Christie - FSO-PA**



Carl Bertelsen and Howard Chesley manning the booth!



Flotilla Web Site Access

To access the Flotilla 11-6 Website, please log on to:
<http://a0131106.uscgaux.info/>
Matt Regan FSO-CS

>>NOTE!!<<

There will be a regular flotilla meeting on 8 July at the Orleans Yacht Club on Cove Road. Coffee and social begins at 7:00pm and the business part of the meeting will begin at 7:30 and will last until the conclusion of all business.

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Division 11						
Category	Fl 11-1 Chatham	Fl 11-2 Woods hole	Fl 11-6 Nauset	Fl 11-7 Nantucket	Fl 11-8 Oyster Harbor	Division Totals
Total Active Members	66	60	52	20	66	264
BQ Members	52	49	48	18	49	216
AUXOP Members	13	9	4	1	8	35
Coxswains	10	8	4	2	1	25
Crew	9	10	14	1	3	37
Air Ops	3	0	1	2	0	6
Surface Facilities	12	9	7	3	1	32
Vessel Examiners	20	11	10	2	6	49
Marine Dealer Visitors	4	3	3	1	2	13
Fishing Ves. Examiners	3	1	0	1	0	5
PE Instructors	7	11	12	2	12	44
Radio Watchstanders	4	3	2	2	2	13

“Welcome Aboard Mates”

Wayne Richardson and Joe Carpenter are in the top photo and Barry Springer in the lower one.

All were sworn in at previous monthly meetings.

Incidentally, Wilbur Johnson of Flotilla 11-6 was awarded the prestigious Division Dow award for best recruiter in the division. Great job Wil, and a hearty welcome to our newest members.



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Keeping warm, dry and comfortable—and still in uniform.

New members and those that have been with us for a time often wonder what to wear when it's cold, wet, windy or all. Civilian outer garments are not authorized for wear with the USCG Aux uniform. Having been an “Auxie” for awhile I have purchased a number of combinations—windbreaker, trench coat, “uni-sex” jacket (no longer available), wooly-pulley, etc. to keep warm and dry and find them all limited. What's the solution? The All Weather Parka (AWP) comes closest for me. In the cooler months we wear the exposure work suit or “Mustang” on surface patrols, but not around town or meetings. The windbreaker is not well suited to grease, salt spray, etc. on patrols or the docks, neither is the trench coat. Total cost for those is ~\$96 plus \$89—\$185, though most won't buy the trench coat. Both serve well for any dress occasion, but not at work. The AWP II costs \$192, the fleece zip-in liner costs \$46. For that \$238 you get 3 choices: a well-made hooded Gore-Tex shell that is great in spray, pouring rain, wind, whatever—and it's breathable, meaning you don't get sticky in it. The fleece liner is fine for cool days on or off the water. The combination is great for cold and/or windy conditions. Either may be worn alone on any occasion, work or dress. Either may be worn around town as civilian attire, same as the windbreaker and trench coat, but you'll get better protection. The choice is yours. For what it's worth, I have never regretted paying the price for the AWP. The AWP is made by Propper, so wear the AWP, you'll always be in a Propper uniform. (Sorry, couldn't help that). Be advised: **Un-tucked ODU Orders**

The Coast Guard Uniform Manager has advised that stocks of un-tucked Operational Dress Uniforms (ODU) are now arriving at a volume high enough to accommodate Auxiliary orders, but not at unlimited levels. As a result, Auxiliarists may now place orders to the Coast Guard Uniform Distribution Center (UDC, <http://www.uscg.mil/uniform/>) for one set of un-tucked ODUs for themselves. The next

advisory will be to announced when unlimited sets of un-tucked ODUs may be ordered.

Will Johnson,
Your trusty PS officer and uniform advisor.

Cape Scenes!



Canal Railroad Drawbridge in Bourne taken from the TS Kennedy at Mass Maritime Academy!



Wind Turbine also at MMA!



Left to right: Auxiliarists **Dan Mersky**, **Dave Schropfer** and **Natalie Braunstein** stand ready to receive the first visitors to the USCGAUX booth at the Boat Builder's show held at the Hyannis Convention Center in mid-February.

Roy Christie and **Dave Schropfer** joined Auxiliary Personnel from all over the Cape at the annual Boat Builder's show. The members teamed up to talk about boating safety, joining the Auxiliary and to recruit for the upcoming NAV and BS&S classes throughout the Cape.

Visitors to the booth were provided with the latest literature on boating safety, the Waterway Watch program, and AUX membership application forms. A special bold yellow sticker was offered to booth visitors to place inside boat hulls to remind owners and their guests of basic safety principles, most especially using PFDs.

Members from 11-8 Oyster Harbor (Sandwich) were hosts with support from 11-1 Chatham, 11-2 Woods Hole, and our own 11-6 providing near full Cape representation.

Dave Schropfer FSO-MS

A DOCKSIDE SUDOKU by Bill Heuss VFC

(with much help from Margaret Anne Heuss)

I’m not a fan of the SUDOKU puzzle in the daily paper, but my wife Margaret Anne likes doing them, and she recently suggested that there might be some left-brain types out there in the flotilla who could try their luck with this Japanese brain teaser, but with a dockside flavor to it. So here we go . . .

	H		S	R	D		T	
S	T						R	H
		N				A		
			O		R			
	S	D	T		F	H	N	
			D		H			
		T				F		
A	R						D	N
	F		A	O	N		S	

Instead of the usual nine numbers in each of the nine Sudoku squares, we are asking you (should you decide to accept!) to find the right letter for each square of nine **that will spell the same nautical word.**

Of course, the letters that spell the word must also appear in every horizontal and vertical nine squares as well.

First though, to make it more of a challenge, you have to figure out the NINE LETTER WORD from the definition below. (Hint: No letters are repeated)

Clue: These marine “*ground tackles*” have flat, pointed flukes and work well in mud and sand, but may get hung up on rocky bottoms.

— — — — —

Answers will be published in next issue of the En’LIGHT’ener.

GPSR and USCG

A Relationship of Safety at Sea

This is a story about a fishing schooner and a trophy she won just over a century ago. It's also a story about a series of sailboat races and educational activities that take place annually called the *Great Provincetown Schooner Regatta* and the man that founded the event, Capt. John Bennett. The regatta's mission is to educate the public about some great fishing and sailing history and also to provide opportunities to get folks on the water. The USCG, USCG Auxiliary and the local harbormasters all work together to provide a level of safety during the regatta that is noteworthy, given the risky nature of Grand Banks schooner fishing during the late 19th century.

Each year in September, the *Great Provincetown Schooner Regatta* is produced by a small group of history buffs, sailing enthusiasts and safety officers. The event begins Labor day weekend with small boat racing in Provincetown Harbor, leads up to an all-day, schooners-only race from Gloucester to Provincetown called *the Fishermen's Cup* and finishes with a mixed schooner and yacht race on Saturday. Cat boat races and a weeklong gallery show, plus a popular public-is-welcome crew party Friday night rounds out the week's activities.

So, why Provincetown? The answer to that question is the tale of two beloved local schooners: a McManus-designed fishing schooner named *Rose Dorothea* launched from the Essex, Massachusetts shipyards in 1905 and the Wm. Hand designed Indian Head Schooner, *Hindu*, constructed in Booth Bay Maine in 1925.

The regatta was originally conceived and founded by Capt. John Bennett, a local schooner enthusiast, and owner of the *Schooner Hindu*, in 2002.

Capt. Bennett, an attorney by trade, operated the vessel as a commercial enterprise every summer, entertaining visitors and locals with sea stories and days

gone by. Capt. Bennett loved schooners and witnessed the schooner gatherings in Gloucester and the Chesapeake Bay every year. Why not have one in his hometown? He began to make plans.

In *Hindu's* first life, she was owned by Captain William A. Parker of Massachusetts. He purchased the vessel in the 1930's. Naming her *Hindu*, he took her to India to purchase spices, and founded a company called The Boston Trading and Spice Company which is still in existence today. The schooner was then sold to the U.S. Navy in 1942 to be used in the Coastal Patrol Corsair Fleet for two years. She was then decommissioned and purchased by Captain Al Avellar and his uncle Justin, pioneers of the first whale watch fleet on Cape Cod. She started her new life offering day sails off the Provincetown coast.

In 1988, John Bennett became her new owner. Bennett, whose voyages had taken him to



John Bennett at the helm.

Cuba, Jamaica, and other islands in the Caribbean, sailed *Hindu* until 2002 when he suffered a heart attack on the boat while it was in port for an inspection. Bennett was told there was an issue with the engine. He went below to look into it and never returned.

His wish was to have a Viking funeral, which was carried out in Provincetown. His other wish was to have a schooner race based in his homeport. In his honor, his friends and family produced the inaugural *Great Provincetown Schooner Race* during the fall of 2002.

In 2008, regatta organizers completed John’s dream by adding a schooners-only race from Gloucester to Provincetown. They named it,



HINDU at Fisherman’s Cup Race

The Challenge for the Fishermen’s Cup, in tribute to a schooner race held off the coast of Boston in 1907 and the one-of-a-kind silver loving cup won by Provincetown’s schooner ***Rose Dorothea***.

This race also pays homage to the fishing schooner races held off the coast of New England from 1886-1938. Fishing off the Banks in a schooner was a deadly business in those days. Thousands of men lost their lives, leaving widows and orphans behind as they sought to make a living. At the time, speed to port was the feature commercial boat owners desired most. Large sails aloft and wide hulls for fish storage resulted in top-heavy, tender vessels. Naval architect Thomas F. McManus of Boston changed the bowsprit and hull lines in his designs to reduce the number of ships lost in heavy weather. To promote his designs as both safer and fast, he sponsored a series of schooner races beginning in 1886. In time, with the growing interest in the America’s Cup competitions, schooner races became a common feature of New England hometown celebrations.

And this begins the story of the Fishermen’s

Cup race of 1907.

Provincetown has a special affection for this one well-known schooner race held off Boston’s North Shore on a shifty August day in 1907. The eventual winner, a McManus-designed schooner built in the Essex shipyards, almost missed the race. Her owner, Captain Marion ‘Bertie’ Perry of Provincetown, had no plans to participate in Boston’s Old Home Week celebration and was determined to spend the day at sea fishing. The summer of 1907 was turning into a great season and the schooner ***Rose Dorothea*** was built to fish!

But, when Mrs. Rose Dorothea Perry saw a picture of the silver loving cup trophy that Sir Thomas Lipton had offered as a prize to the winning vessel, plans changed.

Mrs. Perry, according to popular legend, “liked nice things”.

And Captain Perry loved his wife.

It was a true race amongst fishing captains.

Schooner Manomet, which had been registered to participate, passed into port with a hold full of mackerel as the other boats were heading out to the starting line. Captain Val O’Neil of ***James W. Parker***, the Gloucester representative in the race, entered his boat, although he figured he did not have a chance in these light conditions, and brought a band on board and a big crowd of friends.

But the race became a Provincetown legend when the ***Rose Dorothea*** and the ***Jessie Costa***, both from this town, fought a racing duel throughout the course. The winds shifted, the tactics were shrewd and both vessels raced with a full press of sail, as any self-respecting schooner captain would. When the foretopmast on the ***Rose*** snapped, most thought the ***Jessie Costa*** had the won the race. They were mistaken. The helmsman of the ***Rose Dorothea***, John Watson, turned tragedy into triumph. The crew cleared away the wreckage and discovered their vessel could point higher without the topsail.

The ***Rose Dorothea*** was triumphant.



Rose Dorothea with snapped topmast

Today, just over 100 years later, you can see that silver Fishermen’s Cup standing proudly, over 3 feet tall with her ebony base, in Provincetown’s Public Library.

On the second floor, locals, visitors and historians enjoy a fully rigged, half-scale model of the winning schooner, crafted by local boat builder Francis “Flyer” Santos.

The schooner replica serves as the gathering point for many community functions and one favorite is the Commodore’s Reception, a gala event to present the trophies to the winning captains in *The Challenge for the Fishermen’s Cup*.



Lipton Cup



The unofficial motto of the Great Provincetown Schooner Regatta is “safety first” and preparations for the September races begin fully twelve months earlier. The first task is good communication. Regatta organizers meet with appropriate USCG officials in Gloucester and in Provincetown in the spring and Provincetown’s Harbormaster Rex McKinsey applies for a Marine Event Permit. From the USCG regulations:

“The Coast Guard’s primary concern during a marine event is the safety of the participants, spectators and other users of the waterways. Pursuant to Federal Law, Title 33, Code of Federal Regulations, Part 100, you are required to obtain a Marine Event Permit when the nature, circumstances and/or location of the marine event will introduce extra or unusual conditions and/or hazards to the safety of life or limb on navigable waters of the United States.

Per 33 CFR 100.05(a), a “Regatta or marine parade is any organized water event of limited duration, which is conducted according to a prearranged schedule.”

Examples of such conditions include, but are not limited to, inherently hazardous competition with the presence of commercial or pleasure craft in the event area; events that will have a large number of participants; events crossing or obstructing navigable waterways; events involving the discharge of pyrotechnics (fireworks and flares) either from or over the water; and any event that is expected to attract a large concentration of spectators, both on shore and on the water.

Even if you sponsor an event that does not present such hazards or conditions, Federal law still requires that you submit an Application for Approval of Marine Event (Form CG-4423) for any and all proposed marine events that take place on navigable waters of the United States, for our review and approval. This is required to ensure that there are no conflicts or possible dangerous situations in the area of your proposed marine event. “

The Challenge for the Fishermen’s Cup is a “cross-sector” race. It begins in Gloucester {Sector Boston} and finishes in Provincetown {Sector Southeastern New England}.

You can visit <http://homeport.uscg.mil/> to learn more about Marine Event Permits

This USCG permit functions to notify all appropriate officials of the dates, times, and course locations of the races. CG Station Gloucester provides 47-foot motor lifeboat



Start of Race!

No. 47259 during the first ninety minutes of the race as the slow wooden vessels depart the start line at Dog Bar Breakwater off Cape Ann.

Race officials issue guidance documents to the captains and require all appropriate safety and navigational equipment appropriate for a cross the bay sail.

Each schooner captain is issued a satellite transponder rented from www.iboattrack.com at the Captain's meeting in Gloucester the night before the race. The transponder is attached to the cabin top of the boat, and transmits a signal every 15 minutes, which records the latitude and longitude of the vessel using GPS. The data is sent to a computer and is superimposed on a large “chart-like” image available on the Web to anyone who wishes to monitor the vessel's progress during the race. While this technology is considered a “*marketing enhancement*” only to our 43 nm race, it does serve as one more method of monitoring the vessels location, especially when they are out of range of a hand-held marine radio from shore.

In Provincetown, local members of CG Station Provincetown provide the usual services we have come to enjoy during the age of modern boating. All race participants follow the rules of the US Sailing Association. Last year, BM1 Jason Natti, XPO at CG Station Provincetown, gave a short presentation during race week and introduced the film, *The Guardian*, during our Wednesday movie night. Vessel inspections are available upon request and all participants enjoy the comfort on knowing that these fine men and women are always ready to lend a hand if needed.



Cheryl Andrews

This year, Station Provincetown will again be an active participant in our weeklong series of activities, both on and off the water.

See www.provincetownschoonerrace.com for a full list of activities.

Submitted by
FSO-SR Cheryl L Andrews
 Chairman of the 2010 Fishermen's Cup
 Race Committee

cgauxcheryl.andrews@rocketmail.com



The Orleans Fourth of July parade featured as shown: **Chris Martin** (grandson of Joe Martin and 11 year parade veteran) **Joe Martin**, **Hugh Daugherty**, **Roy Christie**, (FSO-PA who organized our float) **Rick Wilson**, **Sue Brock**, **Bill Gardiner**, **Kevin Brock** and **Russ Moehlich**. Photo by friendly passerby!

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