

50 Years of Service to the
Boating Community

A History of "605"

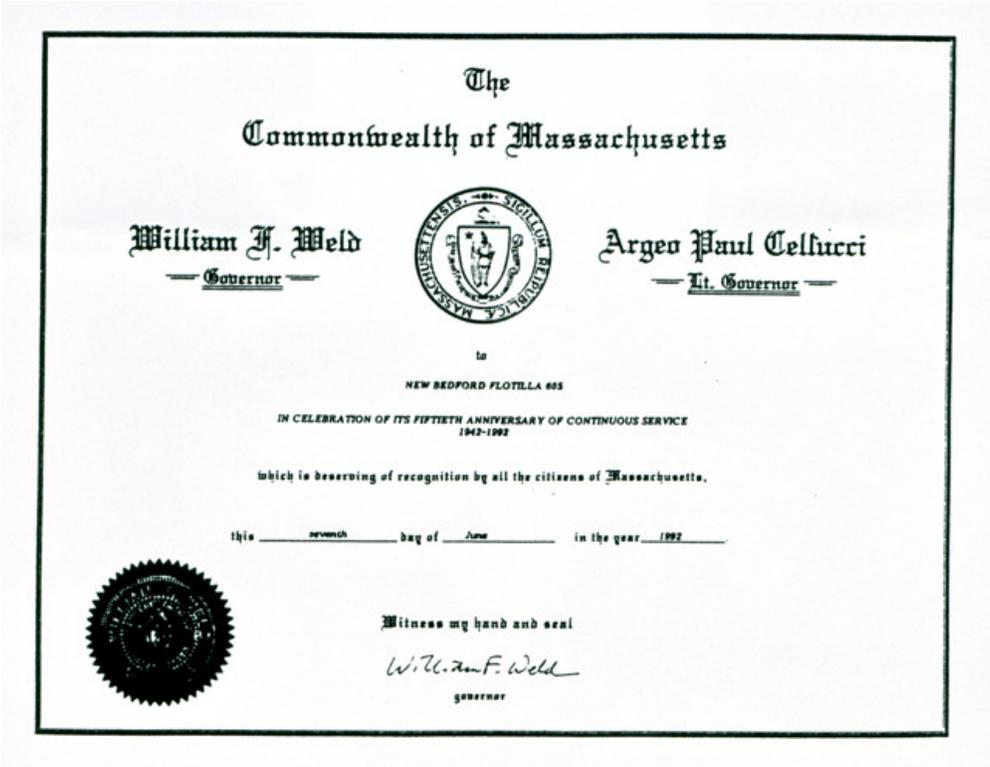
1942 - 1992

Forward

This booklet gives some of the highlights (and a few lowlights) of our fifty years. I think that you will enjoy reading it. You will also be reminded of the FUN you had doing some of it.

The New Bedford Flotilla is unique in the 1st Coast Guard District and is the largest auxiliary flotilla in the country. Many members, some forgotten, some remembered, have contributed directly and indirectly to this flotilla growth. It is to these members that this booklet is dedicated.

Roy Thomas
Flotilla Commander, 1N-605





THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

AUG 4 1992

It is with great pleasure that I congratulate
Flotilla 01N-06-05 for 50 years of service to the New
Bedford community.

From the flotilla's first years as Temporary
Reservists to the 280 Auxiliarists today, dedication
and assistance to the Coast Guard have been your
hallmark. The flotilla's contributions in public
education, courtesy marine examinations and operations
have made New Bedford's waters safer and more enjoyable
for all Americans. You and your members have every
right to be proud of this significant milestone which
occurred on May 14, 1992. Keep up the good work and
best wishes for many more years of success.

Sincerely,


J. W. KIME
Admiral, U. S. Coast Guard

UNITED STATES COAST GUARD AUXILIARY
FLOTILLA 01N-06-05

THE NEW BEDFORD FLOTILLA
80 Middle Street
Fairhaven
Massachusetts 02719

ELECTED OFFICERS

Flotilla Commander	Roy L. Thomas
Vice Flotilla Commander	Authur J. Joubert

STAFF OFFICERS

Member Training	Alden H. Lumbard
Public Education	William F. Mumford
Vessel Examinations	Michael J. Koczera
Operations	George E. McGee
Member Resources	David A. Johnson
Public Affairs	Jennifer L. D. Fletcher
Career Candidate	Renate L. Mello
Secretary	Audrey Beaudoin
Finance	Gabriel A. Folco
Communications	Jonathan M. Holmes
Materials	John Moniz
Information Systems	Donald F. Tucker
Aids to Navigation	Judith J. Holmes

United States Coast Guard Auxiliary

New Bedford Flotilla
1N-605

1942 – 1992

50 years with 605

Fifty years ago on 23 June 1942, the Coast Guard Auxiliary was only three years old. Nonetheless, the membership had grown to 11,500 members with 9,500 boats. These members were organized into 44 flotillas primarily on the coasts.

Immediately following the surprise attack on Pearl Harbor on 7 December 1941, auxiliaries in certain areas had begun harbor and coastal patrols to prevent sabotage and to add eyes and ears to spot invaders. On the East Coast these patrols were also to rescue seamen from torpedoed ships. Many of the auxiliary craft were painted the same navy gray as Coast Guard vessels of the day. Many carried Coast Guard registration numbers in accordance with a 13 June 1941 directive. Others, apparently in recognition of the authorization of a military Coast Guard Reserve and the renaming of the civilian volunteer element of the Coast Guard from Reserve to Auxiliary by a February 1942 Act of Congress, were assigned Coast Guard Auxiliary numbers.

June 1942 saw another action by the Congress which had a great effect on the Coast Guard Auxiliary. The Congress authorized the appointment of temporary members of the military reserve to serve part time, generally without pay. Following this, in most districts the Auxiliary was charged with the responsibility to recruit temporary members of the Reserve and to give them much of their initial training, particularly in seamanship and related boating subjects. Many Auxiliary leaders were selected by joint regular Coast Guard Auxiliary boards for appointment as officers and senior petty officers to lead and administer flotilla which became essentially Coast Guard operating units. Other auxiliaries became rank and file “Temps” or TRs” as they were known.

Temporary Reservists had to pass “very liberal” physical examinations and had to agree to serve a minimum number of part time hours which were generally scheduled for periods when they were not required to be present by their regular employers. In many districts, an auxiliary who turned Temporary Reservist was typically appointed Lieutenant (jg) USCGR (t) and was assigned as Assistant Director of Auxiliary, thereby relieving the regulars and military reservists of any extensive involvement with what had been auxiliary affairs. Some Auxiliaries, who did not meet the physical standards or who could not meet the minimum time requirements, continued to serve as auxiliaries. The chief distinctions between auxiliaries who became TR’s and those who did not were that

TR's had military status and authority when on duty, wore Coast Guard Uniforms and insignias, and could bear arms on duty.

In June 1942, World War II was not going well for the United States and its allies. The situation off the East Coast was especially grim with the frequent skinning of Allied shipping by Nazi Germany's U-Boats. On both coasts, rumors of possible sabotage were rife. It was in these circumstances that the Coast Guard Auxiliary marked its third birthday, not with dancing in the streets, but by doing its best to fulfill that part of its original charter which stated "To facilitate certain operations of the Coast Guard".¹

¹ Extract from "The Navigator", Fall 1992 by O.W. (Sonny) Martin, Jr., DVC-MH.

Just about that time, on 14 May 1942, the New Bedford Coast Guard Auxiliary Flotilla 1N-605 was formed by a small group of local boating enthusiasts. Records from the earlier days are lacking, however, to the best of our knowledge, there were seventeen charter members as follows:

Charles Kelly	Dr. Paul Keisler	Dr. Arsenault
Charles S. Ashley	Aldo Rolli	John Gobell
Charles P. Goulding	George Fredette	Herbert Geider
Roger Packerd	Herbert Rowson	John Sherman
Isaac Dawson	John Rose	W.E. Harrop
Fred Keith	Frederick Melling	

As the war situation became more tense, the group grew with the formation of the TR's and other auxiliaries volunteering to do their part in the Coast Guard Reserve.

Fifty years is a long time since we first organized and many an auxiliary has passed through our ranks during those years. Some of the original members may still be around and at least one that we know of is a member of 605 today. Many of use, of course, are too young to remember that far back, but on this our 50th Anniversary year, it's time to remember our heritage, time to be proud of our accomplishments, time to remember those members who have passed away and wish them calm waters and good fishing, time to honor those members that are still with us, and time to look forward to yet another fifty years of growth and success. Looking forward is always difficult because we never know what's out there, but looking backward and reminiscing is always comforting, especially when so much water has passed under the hull, so many lighthouses and buoys have been passed, and so much has been accomplished.

Let's put the gearbox in reverse and go back fifty years to 14 May 1942 and the dawn of United States Coast Guard Auxiliary Flotilla 1N-605.

As mentioned earlier, it all started in the war years shortly after the vicious attack on Pearl Harbor and the Government initiated a call for all able bodied men to serve their country. Many of the local Coast Guard personnel and ships were called into action

leaving our coastal waters with limited protection. In an effort to fill in for those who were called away, a young 605 was called to help. Because 605 members were knowledgeable about the sea and the use of boats that they owned and operated, they became valuable assets to the cause. The Temporary Reservists were formed to man lookout stations, to walk the beaches and to serve aboard private vessels patrolling the local waters searching for possible enemy activity.

George Fredette was one of those who joined the Temporary Reserve. George was enrolled as a Seaman 1st Class on 12 November 1942 in the "Coast Guard Auxiliary Temporary Reserve Unit for part-time duty without pay". To become a member he had to take an oath and swear that he was not a member of the Communist Party or the German Bund Organization. Through training courses, he advanced the rank of Specialist second class and was discharged at that rank on 30 September 1945. George left 605 eventually, but remained active in the Auxiliary and became one of the founders of the Boating Safety and Seamanship Courses taught in the area today. Many of us remember his vessel "Sea Buggy" when he was more active around the marina. Another whom many of us remember and had the pleasure to know, was Aldo Rolli. Aldo recently sailed on last April to a place where they say there are no more rough seas or pesky engine problems.

Another early member was Herbert Rowson. Herb's duty as a Temporary Reservist was to patrol local waters in his boat and sometimes in a Coast Guard picket boat that was at the Reservists disposal. He was also given the job of inspecting fishing vessels and others that entered and left the Ports of New Bedford and Fairhaven. Every boat that left the harbor was required to have their ship's documents in order before they left port and Herb came to know almost all of them during that time.

Through his Reservist experience as an inspector, he was instrumental in convincing the Coast Guard officials in Boston that 605 had a reason for existence in the transition from war time to peace time by performing safety inspections of fishing boats in the New Bedford area and to add private pleasure vessels to the list. Herb became the post war training officer, with George Fredette as his assistant, and was responsible for setting up the Vessel Inspection program for the Auxiliary, which we all know, still exists today.

It was at this point in 1946, that Herb became the first post war Commander of 605. Many of the reservists left the Temporary Reserves after their services were no longer required and were discharged. Still some enjoyed the work and remained with the Flotilla as a civilian volunteer organization. In a period of diminishing interest and activities, annual elections were not held and Herb at the distinction of holding his office until 1951. He has never lost his interest in boats and boating and, although not in commission, he still has a 42 foot Trojan and several other boats that he considers "the labor of love".

Frederick Melling was still another early member and he too was asked to put his boating knowledge and navigational skills to work in patrolling Buzzard's Bay and local waters. Fred had a sturdy and stately 36 foot custom cruiser which he named "Louise" after his lovely wife. Like other auxiliaries, it was his experience on his boat that made him an invaluable member of the "TR's".

Fred is now an active 86 years old and fondly recalls his days as a member of 605 and the TR's. Not to be outdone by a perforated ear drum that kept him out of the service, he joined the Temporary Reserves and served here on the home front. He was the first member in the area to have a "gob" uniform which was similar to the navy uniform with the P-coat and all and he wore his insignia on the right arm as was customary in those days.

Fred told of one of his first experiences as a TR where he was called to take a boat out on patrol in Buzzard's Bay. The boat was a 42 foot twin engine Richardson and he was to leave at sunset and return at dawn with two Coast Guard crewmen aboard and to patrol the Bay without running lights. One of the crew was a seaman and the other was a mechanic while Fred was the bo'sun. The vessel had no safety equipment; they had no guns and not even a megaphone to hail other vessels if required. As the night wore on, Fred became weary at the wheel and asked one of the crewmen to spell him for awhile. He discovered that one had no experience steering a boat and the other, being from the Midwest had never been on a boat until that day.

These, of course, were not the words that a tired bo'sun wanted to hear so Fred began to give lessons in "how to steer a 42 foot boat" to both men. At the best, the vessel weaved a zigzag course through the Bay when either of the crew was at the wheel, but Fred needed at least 40 winks and retired below. Shortly thereafter, he spotted a black shadow passing by as he glanced through one of the port holes. He raced topside to see that the boat had narrowly missed a huge buoy by inches. No more sleeping for Fred.

As the patrol progressed through the night, he began to smell gasoline fumes and lifted the engine hatch. Sure enough, he discovered that one of the engines had a gas line leak and he promptly shut the engine down. On return to port, he notified the Coast Guard mechanic of the leak and left for home. He was to hear later that, as repairs were being made to the engine and it was started, the vessel blew up and eventually burned to the waterline. Fred considered himself one lucky TR that it didn't happen on his patrol mission.

Fred was responsible for contributing some of the memorabilia from the first years and, as a result, the organization now has a copy of a souvenir program of the first annual ball held by Division VI of the Coast Guard Auxiliary at Lincoln Park on 2 May 1944. In it is a roster of 605 members and one only has to look at it to see the names of many men who were or became prominent members of the greater New Bedford community. He also contributed a Standard Times photo of 605 Staff Members that will be displayed in the clubhouse. One of the persons in the photo is Mr. Charles S. Kelly who was the first Commander of 605 in 1942.

To our knowledge, the Temporary Reserves never spotted or sunk any enemy submarines but they served loyally until the end of the war in 1946 and were disbanded. Many of the members went on to carry out their lives in whatever field they chose and 1N-605 stayed together and carried on in assisting the Coast Guard. The membership was small then, but

a love of boating, a steady persistence, and a desire to continue to serve in some small way carried them on to bigger and better things.

The Flotilla was originally established in New Bedford and thus the name “New Bedford Auxiliary Flotilla 1N-605”. The numbers told is that we were the 5th Flotilla in Division 6 of the 1st Coast Guard District. Meetings were held in various places but most notable in the early days was at Fort Rodman. Throughout the years from the end of the war until the early sixties, the unit continued to function and grow providing boating education to the public, offering courtesy vessel examinations, and doing “Sunset Patrols” to assist the Coast Guard on busy weekends. Most boating mishaps seemed to occur in the evening hours when boats were returning to port before dark. Patrols were conducted by our members in their light tan uniform from 1800 to 2030 as compared to today’s requirement of 1200 to 1800 and sometimes beyond.

On 30 March 1960, at 8PM the first meeting of the incorporators of the U.S.C.G. Auxiliary Flotilla 1N-605 was held at the U.S.N Training Center, Fort Rodman, New Bedford. Those present were:

Raymond U. Hatfield	Maurice R. Saulnier
Merle Pierce	Theodore J. Wyzga
Evangelos Vangel	Hyman D. Jacobvitz
Elie A. Ogier	Raymond A. Malonson
Lucien Beauregard	Wilfred C. Ernest
Prior C. Bassett	Albert Walker
Rev Daniel L. Freitas	James V. Crumley
Wilbert Divis	James L. Blossom
John G. Malcom	Joseph A. Landry
Louis A. Perras, Jr.	Alfred D. Texeira
Antonio L. Cote	Arthur G. Folco

These men were the signers of an Agreement of Association and, at this meeting, Flotilla 1N-605 became U.S.C.G Auxiliary Flotilla 1N-605, Incorporated. Officers of the Corporation were Raymond Hatfield, Commander, Merle Pierce, Vice Commander, Elie Ogier, Secretary, and Evangelos, Finance Officer. Also elected was the first board of Director of the new Corporation – Prior G. Basset, Evangelos Vangel, and Maurice Saulnier were elected for a one year term. Lucien Beauregard, Rev. Daniel Freitas and John Malcom were elected for a two year term; Merle Pierce, Wilbert Divis and Louis Perras for a three year term.

In those days, the Flotilla was made up of dedicated boaters who seized every opportunity to better themselves. In 1963, the Flotilla had grown to 91 members and they were in desperate need of a meeting place of their own. Arthur Folco and Maurice Saulnier both claim to be the first to find a piece of property, known then as the Dobson estate on the Fairhaven waterfront. Regardless of who found it, the property was for sale and the members decided to go for it. Money then, as now, was a problem but once the

decision was made to buy the property, everyone pitched in to help. Ham and bean suppers, whist parties, dances, auctions, donations, and whatever else they could do to raise cash was the order of the day. Needless to say, the result of their efforts was the purchase of the building at 80 Middle Street which we proudly call “home port” today. It was a monumental task proving that determination, cooperation, concerted effort, and working together towards a common goal most always get things done. Not everyone was in agreement to go into debt but thankfully, those with foresight prevailed and the property was finally obtained. We congratulate those members and we applaud them for their foresight and their willingness to “take a chance”. They have worked hard, they have worked diligently, they have worked towards a common goal, they have worked faithfully, and they have worked to give us what we have today. Those of us who are members today owe these men our appreciation and thanks.

Fourteen of those 91 men are still with us, either as active members or in retired status. Perhaps the most prominent of them is Ray Malonson. Ray Malonson joined 605 on 9 May 1956 and now holds the distinction of being the longest continuous active service member in our organization. Through the years, after serving in many different capacities and working on the multitude of projects, he is still a very valued and productive member. In addition to being an AUXOP member, he serves on the Board of Directors of the Acushnet River Safe Boating Club. He is also conducting classes in the Boat Crew Program, providing advanced education in seamanship and boat handling.

Soon after Flotilla 1N-605, Inc. became property owners, it was discovered that the Auxiliary /flotillas could not own property under Coast Guard Regulations. So, not to worry, there was more than one way to shuck a clam. Flotilla 1N-605, Inc. filed to change its name to “Acushnet river Safe Boating Club, Inc”, thereby conforming to the regulations. On 6 June 1963 the U.S.C.G. Auxiliary /flotilla 1N-605, Inc. lost its “Inc.”, however, it maintained its status as 1N-605 with the Auxiliary. The same group of Flotilla members automatically became members of the “Acushnet River Safe Boating Club, Inc.” as the new Corporation became the property custodian supporting Auxiliary Flotilla 1N-605 and functioned as they do today. From here on in, it was onward and upward.

In 1964, Henry Mis was Commander of 605 when membership decided that the Flotilla, now that it owned shoreline property, should have at least a pier to dock and service boats belonging to members. Through a good deal of finagling, cajoling, borrowing, mooching, and whatever, the beginnings of today’s marina began to take shape. The dock leading out into the river was the first section to be built. It consisted only of the main dock and extended to a point just beyond “C” as we now know it. Of course, permits and license were also required in those days, but not many were aware of them (or wanted to be) until after the pier was built. It was probably at that point that the Town of Fairhaven and State Senator “Biff” McLean began to take notice of the new group in town” The pier eventually expanded to include floating docks and a gasoline pump, and more recently, further expansion was completed to the point where we can now accommodate 140 boats from the smallest up to 44 feet.

Having a building and real estate not only provided an ideal opportunity for mooring boats, it also created a place where members could congregate, have meetings, and conduct classes in boating safety and seamanship. The downstairs portion of the building and the large shed extension were converted to classrooms and office space. Upstairs was made into a lounge area where members could relax, play a game of pool or have a cool one on a hot summer day. Kitchen facilities were also included where some mean chowders were put together by seasoned chowder chefs. One memorable delicacy was the creation of Eddie Ames that warmed everyone after a cold day of taking out or putting in the slips each season

The bar area was also unique in the early days and was consistent with the interests of an enthusiastic boating group. It was a replica of a planked hull skiff cut in half and having a flat surface mounted at the gunwale as a serving area. The hull was strip planked and varnished to "Bristol" fashion and the screw holes, caulked with white compound, gave it a realistic look. White stripes were painted on the table surface to simulate the thwarts that were supposed to be there and the whole structure was mounted to place it at the serving level. The plywood base covering was painted to simulate gentle soothing waves. Her stern was butted up to a wall that separated the bar area from a small room that held a bumper pool table and a narrow stairway that today is a closet next to the lower back entrance to the clubhouse. On the wall was a half model of the schooner "Bluenose" in full sail. All in all, it gave a fishing shanty décor to the room which served as a meeting place for friendly discussion (and sometimes not too friendly) and a card game over a little, shall we say, "Liquid refreshment". Sadly, the bar was demolished when the present bar and lounge area was constructed.

Education has long been one of the cornerstones of the Auxiliary and the new building provided ideal space to conduct both public education and membership training classes. As more and more people became interested in owning boats, there was an increasing need for knowledge in vessel operation, navigation, seamanship, and a host of other boating related subjects. Many of our members became proficient at teaching and took great pride in turning out hundreds of students with a basic knowledge of boats and how to handle them in a safe and sensible way. Many of the same students joined 605 after passing the basic courses and went further to study advanced courses of a more complicated nature. These courses have been continuously improved and refined by the National Coast Guard Auxiliary organization through the years to the point where those who complete them do so with a good, solid background in boating safety and seamanship on the water. Educating the public and members in boating subjects and safety continues on to this day and it will always be a significant accomplishment of 605. During the Fall, Winter, and Spring months, there are classes being held in one subject or another on Monday through Thursday evenings and others on Saturdays and Sundays when the need arises.

Throughout the years, many of our members have also participated in the Vessel Examination program and, after completion of specialized training; have gone out to local launching areas and marinas to offer a free boat inspection. After all of the legally required equipment on board is inspected and confirmed to be in good working order, the

boat owner is awarded an Auxiliary annual decal signifying that he has complied with the required equipment regulations and everything is in good working order. Our Vessel Examiners serve the community and boat owners well and have received many citations for their accomplishments.

Perhaps the most demanding of the Auxiliary cornerstones is that of Operational Patrols. Since the early days of three hour "Sunset Patrols", our boats have continued to assist the Coast Guard on busy weekends and during special occasions such as the "blessing of the fleet", local regattas and "4th of July" fireworks displays over the harbor. The skippers and crews of the patrol boats have always had good knowledge of boat handling techniques and rescue procedures. Today they are highly trained in boat handling, seamanship, safety, and first aid. They are required to qualify as Crew, Coxswain, or Vessel Operator before they are allowed to man a patrol boat. They are also required to re-qualify periodically. Thankfully, most of the time, patrols have been routine and insignificant. However, our members have always been ready for the worst. Several incidents that are notable come to mind. One was a report of a sinking vessel off of Oak Bluffs on 12 July 1968. "Smilin Jack", a 605 facility owned and skippered by Dick Singer and manned by Arthur Bishins and Ray Malonson as crew, was closer to the scene than the Coast Guard vessel and immediately went to the vessel in distress. Once alongside the "Shearwater", Ray boarded her and quickly transferred two women and a man to the "Smilin Jack". Ray and the remaining man on the distressed vessel began to bail by buckets but to no avail. The sea was coming in faster than they could toss it out. Soon another vessel, the "JoAnn", joined to give assistance as the "Shearwater" was going fast. Then, in the fast thinking of experienced men, the "Smilin Jack" was secured to the side of the "Shearwater" while the other assisting vessel, "JoAnn", was secured to the opposite side thereby cradling the sinking boat between them. As a result, the "Shearwater" was kept floating until the Coast Guard boat arrived with pumps and towed her to Vineyard Haven and safety. Ray, Dick and Arthur were given citations by the Coast Guard for their efforts.

Another life saving patrol occurred in 1971 outside of Padanarm harbor. Joe Jorge was on patrol with his facility "Miss Linda" when a small houseboat type vessel (about 20 feet) encountered difficulty as the seas roughed up. Approximately 15 people were aboard expecting to have an enjoyable day. Unfortunately, an overloaded boat doesn't have too much stability and over she went, trapping some of the occupants below. Joe and his crew were quickly on the scene and rescued as many as they could. Not all were saved, however, but one has to think of how many would have perished had the Auxiliary not been close by.

One more incident occurring as the result of an overloaded boat took place on 4 July 1987 just outside of the hurricane dike about half way to the Butler's Flat Lighthouse. It was dark, the harbor fireworks had ended, and the hoard of boats viewing them were on their way back to wherever they came from. Many were making good sized wakes without regard to smaller boats around them. Suddenly, without warning, a small boat, overloaded with men, women, and children capsized in a dark sea. In the area were several 605 Operational Facilities – the "Not Enough" skippered by Kenn Hatchette, "Mother Hen" skippered by Gabe Holmes. "Golden Girl" skippered by Tom Leferve,

“Quicksilver” skippered by Jim Anderson, and “Empty Pockets” skippered by George Doyle and were quickly on the scene. Quick action by trained auxiliaries resulted in eleven people being rescued from that wake driven night sea. Unfortunately, four people were not so lucky, two adults and two children drowned that night.

These are some of the more dramatic stories, however many others can be told. The incidents described show that our members and their boats can and do react when the going gets rough. Their education and practical training has paid off many times in the saving of lives and property.

Throughout the years we have been fortunate to have had many good and capable leaders to bring us to the point where we are today. It would take many words to give each one of them the credit they deserve, which, of course, is impossible to do here. It would be remiss, however, if we did not mention one who was outstanding.

Commander Will Divis served the office of Flotilla Commander for a total of seven years. Will was one who had boating and the Auxiliary in his blood and he gave many devoted hours of leadership to charting the direction of the organization. His accomplishments were many and perhaps, it is wasn't for Will, Flotilla 1N-605 may have disappeared. In the late 40's and early 50's after the war, returning veterans were struggling to get back into the main stream, to find work in a tough economy, and to raise families. Interest in boating was not the upper most in people's minds and 605 dwindled in membership. In 1953, Will became Commander and through his enthusiasm and efforts, he was able to pull in the mainsheets and get things moving again. The group began to grow and it has never stopped since. The records show that he held the office of Commander in 1953, 1954, 1955, 1957, 1958, 1962, and 1965. In 1967, Will was called to navigate another course. In honor and in memory of will and his service, ceremonies were held and the large hall in the rear of the building was appropriately dedicated to him and is now known as “Will Divis Hall”. Will, wherever you are, we salute you once again.

Will, of course, was an outstanding contributor to 605 and there are many others, past and present, which have contributed and do contribute to a great extent. Just to mention a few, with apologies to those who have worked hard and are not mentioned, who can forget Moe Kenham with his smile and “it doesn't hurt to be nice” comment? Moe served in several capacities in his day but, perhaps the thing that he is most known for, was his “behind the scenes” leadership and his influence with the right people when things had to get done. How about John Moniz, for twenty years, John has worked to keep things in repair and to assist in the many classes that are held. When things need to happen, everyone looks to John for help. Others that come to mind are Arthur Folco and his son Gabe, Ray Hatfield, Henry Mis, Maurice Sauliner, Joe Faria who quietly keeps his hand in things, Brad Sherman, who brought some life and enthusiasm back in the Flotilla as Commander in 1986 and 1987, and Jim Anderson, also Commander who brought respect to 605 and made people look up to it in 1990 and 1991. There are many others who deserve our praise and if space was unlimited and time was forever we would.

In addition to those members who contributed unselfishly, we cannot forget the contributions of State Senator “Biff” McLean. Without his help in guiding us through the maze of Federal, State, and local regulations, numerous permits and various license requirements, things would be a little different. We most likely would not have the marina as we know it today and if we did most of the boats could be sitting high and dry at low tide were it not for his assistance. The organization is grateful to him and his willingness to help.

Every organization has its memorable activities and moments and 605 had had its share to say the least. Who can remember the “predicated log” races? In earlier days, power boats did not possess the speed of modern boats and skippers took greater interest in their operation. They took great pleasure in their navigational skills and in knowing what their vessel would do under different conditions. With their knowledge, it became great sport to calculate the speed of their vessel and the time it would take to cover the distance over a prescribed course. As a result, predicated log races were common and many were sponsored by 605. Skippers and their boats came from many harbors to compete and to see who would be closest at predicated the time in which he could maneuver his boat over the given course of the day.

Who can remember the year that we lost over 100 pilings in the marina? The winter of 1979 was particularly severe and thick ice covered the harbor for many days. As the endless tide rose and fell, the ice would gasp the pilings at low tide and inch them slowly upward on the rising tide. Eventually, many were lifted to the point where they toppled onto the ice and had to be replaced.

The loss of all those pilings however, gave us the opportunity to dredge the marina area before new pilings were put in place. There were regulations that dictated what we could and could not do with the dredging and it was decided to use it to fill in a large depression at the northwest corner of the then dirt parking area. It was a great idea, however, the problem was that the hole was not big enough to hold the entire dredging residue and so it was placed in a he pile in the center of the lot. We could not take it out to sea because hiring a tug and barge was beyond our means. We could not truck it to the town disposal area, or any other place, because it was considered toxic harbor material. Needless to say, parking in the lot became very restricted and a decision had to be made on how to dispose of all that mud and sand. A standstill between the Town officials and 605 was the order of the day but, as they say, fate works in strange ways. As summer approached and the days became hotter, the great pile began to dry out. When the wind blew, much of the residue was blown around town thereby becoming a concern of the neighbors because of its not too delicate, decayed marine life odor and its possible toxicity. Increasing pressure on town officials quickly broke down the standstill and the pile was removed in hasty order and finally placed in the town disposal area where it resides to this day.

Another marina memory was Al Texeira’s old boom truck that was used to shuffle the floats in and out of the water with each season. A relic from the past indeed! In his younger days, Al was a contractor and owed a boom truck that he donated for use around

the grounds and to lift and dunk the floating docks. Its red paint had faded from years of use and across the rickety hood was painted "A.D. Texeira-Contractor and Building Mover". On the side of the open cab and just below the seat was his telephone number, Wyman2-0020. There it sat in the yard until it was started with a grunt and a groan twice a year, once in the spring to re-float the docks and once again in the fall to remove them for the winter. It would back up to the float where some of the members would hook up lifting cables and then it would maneuver over to the bulkhead and lower the dock in the water. The same ritual would take place in the reverse in the fall. It took all morning to dunk or remove half as many floats as we have today but it was an enjoyable task and it provided great camaraderie amongst the members. Just about noon time when things were wrapping up, some of our members, who were more experienced in culinary arts than in physical labor, had a nice hot meal ready for the whole hungry crew to dispose of. It was a time where willingness to pitch in and help made the organization a good place to be.

Of course, a 605 history would not be complete without mentioning Norman Gingras and the Island Air Service. Norman was 605 member who was a little less talkative than most of us, but he had a Cessna 150 seaplane that was also a Coast Guard Auxiliary Operational Facility. Frequently he would use the plane to do search work over the bay or just to relay weather conditions back to the dock. He created controversy in town when he built and maintained a small float to carry out his business from the north side of the main dock. When town officials found out about it and neighbors discovered they had an airplane business in their back yard, the sky was truly blue. Officials were distressed that so much of the marina dock structure had been out in place without permits, and the neighbors were upset because their water rights were being abused. Things were eventually settled and Norman continued his business, first on the north side of the main dock and later, running aground several times at low tide, on a floating dock accessible by a ramp from the gas dock. He had a terrific business from the dock to Cuttyhunk and frequently to other places. His reputation as a crack pilot was well known and his business prospered so that the drone of his engine was commonplace around the marina. One had to be alert when taking his boat out of the front line because he frequently landed just beyond the docks when the wind was blowing from the south. As his business prospered, more and more complaints of his customers taking up space in the parking area were being heard. It was then that he purchased the Gubelini property on the south side of the clubhouse and continued his operations from there. Norman has new wings now and, when the Island Air Service was taken over by a new owner, service from the 605 dock was terminated.

There have been other incidents that tend to remain as memories even though their significance is not so great and probably should be forgotten anyhow. But to mention a few, who can remember the day when State Representative Sparky Goyette's 44 foot "Checkmate" blew up and sank at the gas dock, injuring several members standing close by? How about several other boats sunk at the dock? Arthur Oliveira's "Mi Jan", Connie Richard's houseboat, and the 'Homelyke"! The 'Jolly Roger" caught fire just before setting out on an Operational patrol. Roger Souza wasn't so jolly and George Clark was the recipient of severe burns. Quick action by Roy Thomas stopped that one from going

any further. There have also been many members who, for some unknown reason through the years have fallen from the dock or their boats into the fruitful harbor waters but to save embarrassment, their names are held in confidence.

There have also been some injustices and petty prejudices as there is in any organization the size of 605. Fortunately, some have been overcome and hopefully the future will do the same to others. There are those who can remember when women were welcomed as wives but not as members. For many years the “good ol’ boy” syndrome was able to hold women at arms length from being auxiliary members within 605. Women were never banned from 605 or the Coast Guard Auxiliary as they were in the U.S. Power Squadrons, but at 605, it was “senseless to pay dues for two in the same family when the only thing a wife couldn’t do was vote”. Many never dared to cross the silent line, but as time went on, women became ever more present and active in boating and pressure for their membership began to build.

Finally, there came a Commander who threw caution to the wind and dared to accept several women who applied for membership during his tour of duty. From there it is history. Freddy Farrell was that man and in 1976 and 1977 he was instrumental in breaking the silent code as he allowed women to become official members of 605. He has probably never been forgiven by some, but as one looks back, his actions proved to be favorable to the organization. There are now 33 women members and they serve in many different capacities with several in leadership positions. These women have been, and continue to be, valuable assets to 605.

Similar prejudice occurred when a small group decided that sailboats did not belong in the marina and they were able to sway the membership to that effect. Although members with sailboats were allowed to join and participate in club activities, they were relegated to moorings and banned from occupying slip space at the marina. Many battles were fought over this issue and the excuses to maintain the ban ranged from banging halyards to getting keels stuck at low tide and preventing other boats from entering and leaving the marina. Again, as with the women issue, common sense eventually prevailed and, in 1980, sailboats were allowed to occupy slip space. At first, it was limited to 3 sailboats, then 7, and then on to “no ban” on any type of pleasure craft. Also, as in the case of the women, those sail boaters have proven to be valuable members in 605 and participate in all activities of the organization.

It is with some reluctance that the above two incidents were out into print, and, undoubtedly, they will raise the hair on the backs of those who participated and perhaps still believe women and sailboats should not be a part of 605. Unfortunately, however negative these incidents may be, they are in fact, a part of the history of 605 and should be brought to the forefront as any other historical events.

Words, of course, can go on and on to cover the last 50 years and surely there are those who can tell many more tales of past happenings. What eventually comes out of all of this is a spirit of camaraderie, a history of accomplishments, and a willingness of our

members to cooperate, to work, and to pull together with a determination to get better and better so that we can enjoy what we have today.

In this, our 50th year, we are stronger than ever with 200 active members and 19 retired members. We take this opportunity to pay great respect to our founders, we reach out in our memories to those members who have departed and left us a legacy, we extend our gratitude to them for the progress they created and we commend the present membership for carrying on in a manner that would make the old timers proud.

Those of us who are members today must take great pride in what our past membership has done over the last 50 years. We rise to honor their feats, we applaud their accomplishments and their heroics and we look forward to another great 50 years.

50 YEARS OF SERVICE TO THE BOATING COMMUNITY

UNITED STATES COAST GUARD AUXILIARY
NEW BEDFORD FLOTILLA 1N-605

COMMANDERS
1942 to 1992

Charles S. Kelley	1942	Richard Singer	1969
Charles P. Goulding	1943	Alexander J. King, Jr.	1970
Roger Packard	1944	Moses Kenham	1971
Isaac Dawson	1945	Sergi Iacaponi	1972
Paul Kiesler	1946	Earl Blanchard	1973
Herbert Rowson	1947	Robert Pullman	1974
Herbert Rowson	1948	Francis A. Hoffman	1975
No elections 1949-51	—	Frederick Farrell	1976
Clarence L. Richards	1952	Frederick Farrell	1977
Wilbert Divis	1953	Raymond Malonson	1978
Wilbert Divis	1954	Lucien Michaud	1979
Wilbert Divis	1955	Waldo Peckham	1980
George Duhaime	1956	Robert L. Cooper	1981
Wilbert Divis	1957	Leo Voisine	1982
Wilbert Divis	1958	George Dahlberg	1983
Lucien Beauregard	1959	Leo Voisine	1984
Raymond Hatfield	1960	Leonard Parker	1985
Merle Pierce	1961	Bradford Sherman	1986
Wilbert Divis	1962	Bradford Sherman	1987
Edmund F. Currier	1963	Dennis Brennan	1988
Henry Mis	1964	John Jannis	1989
Wilbert Divis	1965	James Anderson	1990
Gabriel Folco	1966	James Anderson	1991
Leo A. Goguen	1967	Roy Thomas	1992
Wilfred Benjamin	1968		