

Middlesex State Police Detective Unit (SPDU)

As you all know, the men and women of the State Police Detective Units, assigned to the District Attorney's offices throughout the state, serve in unique roles. These members serve as the investigators for their respective District Attorney's offices and work very closely with our local and federal partners. Cases in their purview range from homicides, drug trafficking, sexual assaults, money laundering, cyber-crimes, Internet Crimes against Children (ICAC), embezzlement, threats and harassment of public officials and virtually anything our partnering agencies require or ask of them.



RANDOM KNIFE ATTACKS

In March of 2019, Sergeant Peter Sennott, Trooper Scott Quigley and Trooper Mark Delaney responded to the city of Everett



for a stabbing on Bradford St. The stabbing appeared to have been completely random and the victim ultimately survived. On the following week... in almost the exact same location, another random stabbing occurred. This time, Lieutenant Duke Donoghue, Sergeant Sean O'Brien, Sergeant Michael Williams and Trooper Matt Owens responded to Everett. On this occasion, the victim, Michael Starr, died as a result of the vicious attack. Both attacks were caught on home security cameras, but the suspect's face was not visible. Investigators went to the first victim and a composite sketch was done by Ian Spencer. Investigators took to the streets with the sketch. Sergeant Michael Williams, then Trooper Williams, knocked on a door on Bradford St. during the canvas. Armed with the sketch of the suspect, the occupant told Sergeant Williams that the sketch

appeared to be of his roommate, Victor Mariscal. Mariscal was ultimately arrested and charged with both attacks.

DRUG DEAL GONE BAD

In March of 2019, Sergeant Mike Cashman, Trooper Stephen Crusco and Trooper James Connolly learned of a fatal shooting in Malden. They found that Jeury Batista had been shot and killed during a drug transaction. After the Troopers and Malden Detectives identified the suspects as Yahia Mastouri and Josue Espada, Trooper Joe Keefe of VFAS came to assist. After some pretty intense hide and seek, our team learned that the pair may have fled to Los Angeles, California. Then they learned that a couple matching the suspect's description had been observed by the Los Angeles Police Department Gang Unit during an unrelated case. At our request, LAPD relocated and arrested the suspects so that they could be brought back to Massachusetts to face charges related to the Murder.

KARMA LOUNGE SHOOTING

In September of 2019, Lieutenant Duke Donoghue, Trooper Anthony DeLucia, Trooper Michael Sullivan and Trooper James Connolly responded to an early morning shooting at the Karma Lounge in Everett. When they arrived, they learned that the victim had been transported to Mass General, but soon died from his injuries. Investigators gathered a mass of information and learned there had been a large fight in front of the club that, in turn, led to a shooting in the middle of a busy road. Investigators quickly identified the suspects, tracked

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them to New Hampshire and called on the State Police Violent Fugitive Apprehension Squad (VFAS) to assist. Sergeant Joe Masterson, Trooper Joe DiLiegro and Trooper Andy Mason responded. Coordination between Middlesex SPDU, Everett Police, Seabrook (New Hampshire) Police and the United States Marshall Service led to the arrest of three people, including the shooter, Charles Demos.

ALICEA WIRE

In May of 2019, after months of investigation, members of the Middlesex State Police Detective Unit initiated a wiretap on several phones connected to Joseph "Duda" Alicea and his drug trafficking organization. On June 27th, 2019, Middlesex SPDU, along with Lowell PD, executed 12 search warrants in Lowell, Lawrence, Dracut and Tewksbury. Ultimately, 12 people were arrested for trafficking and conspiracy. Over the course of the investigation investigators discovered and seized over two kilograms of suspected cocaine, two handguns, over \$300,000, several pounds of marijuana, MDMA, Oxycodone, Percocet, Suboxone, cutting agents and a money counter. Unfortunately for "Duda", he will no longer have a need for a money counter in prison. The affiant for the wire was Trooper Brendan Cain. The



hours of typing, monitoring, managing and follow-up investigation associated with a "wire" investigation is daunting. These types of cases provide for overwhelming evidence against most defendants and after months, sometimes years, of continuous investigation our members get to rejoice with the arrest of targets and the seizure of guns and narcotics. We will never know how many lives were saved with just this investigation alone, however, we do know that these illegal firearms have been removed from the streets of Middlesex County, along with dangerous illegal narcotics.

DELGADO-RIVERA WIRE

Middlesex Detectives, the State Police Gang Unit and the Everett Police Department began an investigation into a drug trafficking organization in the Everett area. Troopers began the investigation and eventually they obtained numerous court-authorized "wiretaps" for several cellular telephones. Investigators intercepted communications where the co-conspirators discussed the delivery of cocaine via UPS packages. As a result of these intercepted conversations, Troopers quickly intercepted a package containing two kilos of cocaine, which was hidden in auto parts. After months of court-authorized monitoring of the cellular telephones, and conducting countless hours of undercover surveillance, investigators executed search warrants in Everett, Melrose, Chelsea, Lynn and Revere. In addition to the originally seized two kilos of cocaine, they seized two illegally possessed firearms, three pounds of marijuana, scales, packaging materials, cutting agents and about \$46,000. As a result of the investigation, Texas law enforce-



ment arrested a co-conspirator on the boarder of Mexico and secured more evidence of drug trafficking. The affiant on this "wire" was Trooper Jeff Saunders and Co-affiant was Trooper Mike Tulipano.

TEWKSBURY FENTANYL

Middlesex Detectives received a tip about a potential drug trafficking organization in Tewksbury. With very little actionable intelligence, Sergeant Vincent Noe and Sergeant Pat Burke began a grassroots investigation. Using outside the box thinking, the team put into place a plan that would eventually lead them to obtaining a search warrant for the target's residence. Members of the Middlesex SPDU and Tewksbury narcotics detectives executed a search warrant at the residence. Inside the residence they observed a 2¼ kilo of Heroin/ Fentanyl mix and over \$20k in cash. Troopers then obtained an additional search warrant and continued their search. Secreted in a two mechanical furniture hides, they located an additional 30 KILOS OF HEROIN/FENTANYL! The Troopers assigned to Middlesex SPDU subsequently arrested Hilda Gandia and Agustin Tejeda-Ruis for trafficking and conspiracy.

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Marine Unit History

Article submitted by Lieutenant Commander Twomey

The origins of the State Police Marine Unit emerged in the late 19th century when the state troopers were referred to as state detectives. In February 1897, District Police Commissioner Wade pushed forward legislation to allow the "district police" (predecessor of the State Police) concurrent jurisdiction with the fish commissioners with regard to fisheries laws. Under this measure, the vessel *Ocean Gem* would be transferred to the authority of the District Police (Boston Daily Globe, 1897).

The State Police's prominence on the waters of the Commonwealth was bolstered by the commissioning of the vessel *Lexington*. On July 27, 1898, the steamer was commissioned out of the Story shipyard in Essex, Massachusetts. The *Lexington* was 122 feet long and operated with a crew of ten personnel. It was built for seasonal (summer) ocean work and had a maximum speed of approximately 13 knots. The vessel had a "rapid fire" gun and was designed for fisheries enforcement, the newspapers of the day also mentioned it's capabilities to deter "pirates" (Boston Sunday Post, 1898).

Budget cuts in 1901 forced the *Lexington* to go into dry dock. The vessel's \$8,000 operating budget was cut. This forced the state detective force to cease seasonal ocean going patrols for several years (Boston Post, 1901).

In May of 1904 the *Lexington* underwent an overhaul which included a cabin remodel at the East Boston Shipyard. The ship's Captain, William Harry Proctor, and his crew returned the *Lexington* to the South coast of Massachusetts. The *Lexington* was primarily concerned with preventing porgy and "menhaden" fishing with nets in the Buzzards Bay area. Menhaden fishing was made illegal by the Massachusetts legislature during this time because it was thought that menhaden fish brought larger food fish to the area (Boston Globe, 1904).

Captain Proctor of Swampscott, joined the State Police in 1888 having prior experience as a navigator. Captain Proctor was not only a Captain in the nautical sense of the word, he was appointed to the rank of Captain on the State Detective force in May of 1905. With the promotion came a pay increase, from an annual salary of \$1500 to \$1800 a

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Aerial Marine 45, Boston.

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Aerial Safe Boats Aerial.

year (Boston Daily Globe, 1905). He had the privilege of having his seven year old daughter christen the *Lexington* upon its commissioning.

Captain Proctor was not immune to the type of public criticism the State Police of the 21st Century face. In 1907, Captain Proctor was publically chastised and accused of not doing his job. Members attending a meeting of the Old Colony club in New Bedford reproached Captain Proctor for not enforcing the fisheries laws in Buzzards Bay. This information was summarily reported in the Boston Daily

Globe (Boston Daily Globe, 1907). He, like many troopers of the current day who are assigned to Special Operations Units, was designated to give tours to command staff and politicians in order to demonstrate the capabilities of the force. On several occasions, he took both the Commissioner of the State Detectives and the Governor on tours of the Massachusetts coastline. These tours included a July 4th excursion to Nashawena Island for both the Governor and Lieutenant Governor.

The *Lexington* was eventually replaced by the Steamer *Lotus* in the 1910s. The *Lotus* was followed by the Motor Vessel *Protector*. The *Protector* was launched July 15, 1924, again from the Story Shipyard in Essex. The vessel was capable of making 13 knots and carried two one pound guns and a machine gun. The vessel was christened Miss Edna Foote, the daughter of Commissioner Alfred F. Foote (Boston Daily Globe, 1924). The vessel was commanded by Captain Frank Wright. Captain Wright, who had prior experience as the master of the *Lotus*, captained the *Protector* until his untimely death in October of 1925 (Boston Daily Globe, 1925).

The end of the first era of the State Police Marine Unit came in 1933 when General Daniel Needham, State Commissioner of Public Safety, sold the *Protector*. The Commissioner was under the impression at that time that "...the work can be performed better on land by police in small motor car (Will Sell Boat Of State Police, 1933)." This was a lean time for the State Police in that the Great Depression was in full swing and money and resources were scarce. It was also at



1979 Boston Whaler Tpr. Mike Cherven 59th RTT.



Scott and Eric in the Ice Boat.



MSP Marine Section Suicide Weeks Bridge.

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Massachusetts State Police – Marine 45 – On Patrol in Boston Harbor.

this time that the Metropolitan District Commission purchased the entire State Police stable of 38 horses. The State Police Horse patrol was replaced by motorcycles where needed.

The formation of the State Police Marine Unit and its current location evolved from the formation of the Metropolitan Park Commission Police in 1893. The Metropolitan Park Police was the predecessor of the Metropolitan District Commission Police which took its name in 1919 and functioned until it merged with the Massachusetts State Police in 1992. The Metropolitan Park Police / MDC Police were charged with policing the park areas of the Commonwealth including the Charles River, Nantasket Beach, Revere Beach, and the Mystic River as well as the Wachusett and Quabbin Reservoirs.

Plans were underway for the creation of the Charles River Dam in 1900. In May of 1900, the Metropolitan Park Police voted to procure money for the placement of rescue vessels on the Charles River. The construction of the Charles River Dam and subsequent infrastructure along the Charles River including the Charles River Speedway (Storrow Drive) occurred between 1903 and 1910. On October 20th, 1908 the Charles River Basin was created with the sealing of the original Charles River Locks located where the current State Police Boston Barracks is located. The first MDC Police Boat house was located along the Lechmere Canal equipped with an interior boat basin with three boat bay doors. The boat house still stands over 100 years later.

In 1901, the creation of the Metropolitan Parks Riverside District (the current area of Auburndale in the City of Newton along the Charles River) resulted in the first type of Marine Patrol type duties. 19 persons were rescued by Metropolitan Park Police officers on the river in the first year personnel

were assigned to patrol the area (<http://home.comcast.net/~mmrubino/>).

The MDC eventually established seven geographical commission divisions which included the Charles River Lower Basin (Current State Police Boston), Charles River Upper Basin (SP Brighton), Middlesex Fells (SP Medford), Nantasket (area currently covered by SP Norwell), Old Colony (SP South Boston), Revere (SP Revere), and the Quabbin (SP Belchertown). Each division had boats assigned to their respective area. There was not a centralized MDC Harbor Division until the late 1970s.

The economic boom of the 1920s brought powerboats to the MDC police, especially the Charles River. The Charles River was the place to be in the roaring twenties and the work of the MDC police in this area increased exponentially. In 1922, \$4,800 was appropriated for the design of a 28 foot power driven motor vessel with twin 50 H.P. Noyes-Buick engines and a capability of reaching speeds in excess of 25 knots. In April of 1922 money was also appropriated for the purchase of a motor vessel on the Wachusett Reservoir.

The fleet of the MDC continued to improve through the decades, in 1941 construction of another 28 foot river boat was undertaken by Eldredge-McInnis Marine Engineers. The beam on this boat was 7 feet and had a maximum draft of 2 feet. This type of sturdy design was consistent of the MDC River Patrol boats up through the 1950s.

The 1960s fleet of the MDC consisted of over 20 vessels spread throughout the numerous MDC Divisions including two infamous "Duck Boats" which the MDC acquired in 1966 (Hammond, 1968). During the late 1960s, the lower Basin was equipped with three 26 foot launches. These



Massachusetts State Police – Marine 14 and 15 – On patrol in coastal waterways of Massachusetts.

vessels had the ability to reach speeds of 40 M.P.H. to enforce speed and wake violations on the Charles River. The Middlesex Fells division had two 19 foot long vessels to conduct enforcement on the Mystic River as well as the Upper and Lower Mystic lakes. The Revere Division was equipped with several vessels, and the Nantasket Division was equipped with a both a 28 and 32 foot launch for patrolling George's and Lovell's Island (Hammond, 1968).

In the 1970s, the MDC established itself as the premier law enforcement agency in the waters within and surrounding Boston Harbor after the Boston Police abolished its harbor patrol in 1973 (McNiff, 1979). The MDC acquired two of Boston Police's 38 foot Diesel Boats and assumed primary patrol duties of all Boston Harbor. The MDC Police Harbor Division was created in 1978 with the construction of the new locks and the building on Beverly Street behind the new Boston Garden which currently houses the present day State Police Marine Unit.

The "original six" members assigned to the MDC Harbor Division were Patrolman John Mooney, William Broderick, Robert Graham, Anthony Maraschiello, Joseph Kelleher, and Sergeant George Crowley. The original members of the MDC Marine Unit reported to the U.S. Coast Guard Base in Boston for a week of training. Many of the members had prior military experience; Patrolman Mooney was a Naval Veteran of WWII. Members also had prior experience operating the boats out of their respective divisions. Patrolman Mooney was the junior man of the group, having only twenty-two years of service at the time of his appointment to the Marine Division (Conversation with John Mooney, 2014).

The Harbor Division expanded its jurisdiction when the six MDC Police Officers assigned to patrol George's Island out of the Nantasket Division were reassigned to the Harbor Division duties (Kenney, 1980). Members assigned to George's Island prior to 1980 worked 48 hour shifts on the island followed by four days off. The MDC Harbor Division was fully consolidated by 1980 and all marine assets ran out of the MDC Marine Division. Prior to the 1970s there were no such thing as DCR Rangers, the MDC Patrolmen assigned to the Islands were responsible for not only its policing but also its day to day maintenance.

During the late 1970s and early 1980s both the MDC and State Police made a push to overtake Harbor Master duties from the Boston Police. The Boston Police reestablished their Harbor Unit in July of 1980, just in time for the visit of the John F. Kennedy Aircraft Carrier visit during the summer of the same year.

The State Police took over the MDC Harbor Division in 1992. The unit remained the same until 1993 until then Lieutenant (Colonel) DiFava came over to the Marine Unit (it was referred to as the Marine Section at this time). The State Police Marine Unit acquired several state of the art boats during the 1980s & 1990s including the addition of three 25 Foot Boston Whalers which were specifically designed for law enforcement purposes and remain in the State Police Fleet today.

The events of September 11th, 2001 changed the landscape for the State Police Marine Unit. Members of the unit were assigned the daunting task of protecting dangerous

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Massachusetts State Police – Marine 45 – Passing Boston Light.

LNG shipments to the Distrigas LNG Terminal in Everett. Personnel were assigned to 24 hour waterside security of this highly volatile cargo. Sgt. Thomas Kalil and Lieutenant Aldo D'Angelo worked to procure the proper weapons to defend these high value assets. As a result of their efforts, all Marine Unit personnel received training and were assigned the M-14 Rifle. This rifle is capable of firing high powered 7.62 mm caliber round which can penetrate and disable the engine block of a hostile vessel. Marine Unit members continue to protect LNG shipments. During peak times when energy is scarce these vessels need to be escorted almost two times per week both into and out of Boston Harbor. The Marine Unit also acquired three 41 foot Utility Boats from the Coast Guard in the months after 9/11 in an effort to augment homeland security efforts in Boston Harbor. These vessels were critical to conducting security operations during the winter months in Boston Harbor.

The Marine Unit has acquired several premier vessels specifically designed for law enforcement and homeland security operations over the past 12 years. These include the addition of three 31 foot and one 27 foot SAFE (Secure Around Flotation Equipped) boats. Numerous federal, state, and municipal agencies have obtained these specific vessels because of their advanced design which specifically caters

to law enforcement / homeland defense operations. The Marine Unit also has obtained two Moose Boat vessels since 2010. These vessels are great dive platforms and have jet propulsion which allows the operators to have precise control over the vessels movement.

The State Police Marine Unit today continues to patrol many of the areas the MDC Police used to watch over prior to consolidation. The State Police Marine Unit took over seaward law enforcement around the perimeter of Logan Airport in 2011 after the Logan Airport Marine Unit disbanded. The State Police Marine Unit continues to support the SP Underwater Recovery team providing dive platforms for numerous URT missions. The Marine Unit continues to patrol the Charles River, providing water side security for the Esplanade Fourth of July Gala. The Marine Unit also continues to participate in events of national significance including the War of 1812 celebration, the turn-around of the U.S.S. Constitution, and the protection of Boston Red Sox for their Victory Tour on the Charles River after winning both the 2004 and 2013 World Series Championships.

This information was compiled by Lieutenant David Twomey who was assigned to the Marine Unit both as a Trooper and as a Sergeant. Lieutenant Twomey is also currently a Lieutenant Commander in the Coast Guard Reserve. □