

Coast Guard

Shield of Freedom



August
2004

AIRBORNE

**Coast Guardsmen
join Marines in a
Helicopter Rope
Suspension Training
Master's Course**

HAPPY 214TH BIRTHDAY U.S. COAST GUARD

Heroes

The world's best Coast Guard

CAPT. JOSIAH STURGIS



Capt. Josiah Sturgis of the U.S. Revenue Marine was the commanding officer of the Revenue Cutter Hamilton that gained notoriety along the coast of New England in the 1840's. He rescued hundreds of people and many ships in his career, and received many testimonials from Boston merchants. He was so well known that a piano piece was written about him entitled the "Sturgis Quick Step."

Sturgis' ship, the Hamilton, the fastest vessel in the Morris-Taney class, operated out of Boston for much of its career. Designed for roles as diverse as fighting pirates, privateers, combating smugglers and operating with naval forces, the 13 cutters of the class were the backbone of the Revenue Cutter

Service.

Sturgis and the Hamilton earned a distinguished reputation for their humanitarian work and assistance to mariners.

One newspaper account said, "Having a perfect knowledge of the coast and experience of the dangers incident to shipping by a change of wind or a storm, Capt. Sturgis always kept the cutter in a position where her services could be rendered most efficient in assisting vessels in distress. We hazard but little in asserting that he has rendered assistance to more than 100 vessels during the past winter..."

Story and photo courtesy of the Historian's Office

Coast Guard

U.S. Department of Homeland Security



August 2004

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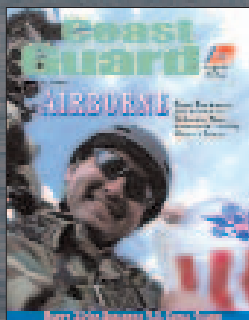
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Check out Coast Guard magazine on the Web.
www.uscg.mil/magazine



ON THE COVER

BM1 Kory Cronin holds out the Coast Guard ensign while dangling from a Marine Corps CH-46 Sea Knight helicopter.

Photo by
PA2 Zac Crawford,
SMTC, Camp Leje-

ANCHORED AWAY The CGC Gentian anchors in the Port-au-Prince harbor in Haiti.

Photo by PA3 Cindy Marshall, 9th Dist.



Homeland
Security

UP FRONT

PRESIDENTIAL PROTECTION

A Jayhawk helicopter from Air Station Elizabeth City, N.C., sits on the tarmac in front of Air Force One at Hunter Army Airfield in Georgia June 7. The long range helicopters were used to fly security patrols during the G8 Summit.

Photo by PA3 Ryan Doss, 7th Dist.



UP FRONT





UP FRONT

FLIPPING OUT

A Coast Guard crewmember observes dolphins from aboard his vessel.

Photo by PA3 Dave Hardesty,
PADET Los Angeles





Left: Seaman Anthony Lucar (left), Seaman Brandon Shortencarrier (right) and Seaman Kyle Meyers (back) on the CGC Venturous tend to a recently rescued migrant suffering from a fractured leg. Top: A small boat crew from the CGC Venturous searches the overturned hull of a vessel that capsized July 12. Right: SK1 George Beltran consoles and interviews a migrant on the CGC Venturous.



Dominican Republic migrants rescued, search suspended

SAN JUAN, Puerto Rico, July 14 — The Coast Guard suspended its search in the Mona Pass for 15 missing migrants today.

The search started July 12 after an Immigration and Customs Enforcement aircraft located an overturned migrant boat. Searchers located three bodies and rescued 14 people. The number believed missing is based on information provided by the survivors.

Search efforts included ICE, the Puerto Rico Police Department's Forces United for Rapid Action, and the Coast Guard. A total of 18 air sorties were flown for more than 40 flight hours.

The CGC Venturous, a 210-foot medium endurance cutter based out of St. Petersburg, Fla., and the CGC Cushing, a 110-foot patrol boat based out of San Juan assisted in the search.

"Our heartfelt sympathies go out to the loved ones of

the dead and missing," said Capt. Douglas Rudolph, Coast Guard Greater Antilles Section Commander.

He continued, "We commend the ICE Air Marine Ops crew whose vigilance located the capsized boat, which is the only reason there are any survivors at all. As a team, we will continue to patrol these waters to interdict, rescue and repatriate migrants at sea, but as long as people continue to ignore the danger of these voyages, we will be witnesses to more avoidable deaths."

The capsized boat, a 29-foot open fishing vessel with twin 150 horsepower outboard engines, fits the description of a boat reported stolen July 11 from Bahia Beach, Dominican Republic.

Since Oct. 1, 2003, 45 migrants have died in the Mona Pass, with the above missing bringing that number to 60.

Thirteen of the surviving migrants will be repatriated to the Dominican Republic today by the Venturous, which will also deliver about 34,000 pounds of humanitarian aid for the Dominican Republic and Haiti. One migrant, who swam ashore on Desecheo Island and was airlifted ashore July 13, remains in the custody of the U.S. Border Patrol.

Story by Lt.j.g. Eric Willis, GANTSEC

Photos by PA1 Danielle DeMarino, 7th Dist.

Coast Guard

America's
Shield of Freedom

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Additional CG support sent to Persian Gulf



The CGCs Maui and Monomoy are loaded onto a ship in Norfolk, Va., July 10 for deployment to the Persian Gulf in support of Operation Iraqi Freedom.

PA3 STACEY PARONH LANTAREA

PORTSMOUTH, Va., Aug. 8 — Additional Coast Guard support, including assets and troops, has been directed to the Persian Gulf in support of Operation Iraqi Freedom.

A total of 58 Coast Guardsmen deployed from here today, bringing the total number of Coast Guard men and women in the Gulf to 400. In July, the Coast Guard sent two additional patrol boats to the Gulf. The CGC Maui, homeported in San Juan, Puerto Rico, and manned by the crew of the CGC Manituo, homeported in Miami and the CGC Monomoy, homeported in Woods Hole,

Mass., and manned by the crew of the CGC Tybee, homeported in San Diego, were both deployed.

Since Operation Iraqi Freedom began, the Coast Guard has participated in maritime interception operations and coastal security patrols in the Persian Gulf.

The Coast Guard has also worked alongside the Navy and coalition naval forces enforcing United Nations sanctions prior to hostilities and preventing the movement of Iraqi military forces and equipment following the beginning of hostilities.

PA3 Tim Pike, LANTArea

WEBHOT!



<http://cgweb.mlcpac.uscg.mil/kseTraffic>

Deaths and injuries of Coast Guard members involved in motor vehicle accidents is a significant problem. The Traffic Safety Web site was created to assist units in preventing future deaths and injuries.

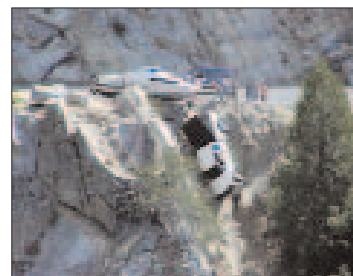
The site assists personnel in understanding driving problems and developing interventions.

Think your Web site is unique?
E-mail the URL to
jjzettles@comdt.uscg.mil

The site contains templates for units to develop traffic safety plans, messages on traffic safe-

ty, motorcycle safety resources, mishap data, strategies for addressing traffic safety issues, drinking and driving information and related Web sites that can serve as a source of information, statistics and assistance.

There is a link to the Army Safety Center Web site that includes a trip risk assessment tool that can assist commands in advising members of the risks involved with certain travel plans. Units are welcomed to



share their successes, experiences and traffic Safety plans on the Web site for the benefit of others.

New York state of mind

NEW YORK, Aug. 4 — An armed Coast Guard crew in a 25-foot patrol boat guards the southern tip of New York City as the Staten Island Ferry, Andrew J. Barberi, left, approaches the slip at the South Ferry Terminal here today. Coast Guard and other federal, state and local maritime law enforcement patrols have increased in New York Harbor following the latest terror warnings, which drew attention to Manhattan's financial district. As a result, the Coast Guard established a 100-yard security zone around Manhattan's financial district.
PA2 Mike Hvozda,
PADET New York



Around the world, around the clock

The crew of the Seattle-based CGC Orcas and U.S. Immigration and Customs Enforcement detained three Canadian men July 10 after they were caught with approximately 280 pounds of marijuana. The three men have been charged in a federal district court in Tacoma, Wash., with conspiracy to distribute marijuana and possession of marijuana with intent to distribute.

Coast Guard Station Wilmette Harbor, Ill., cited a Minneapolis man for suspicion of being under the influence while operating a boat in Chicago Harbor Aug. 3. This was the 100th boater to be cited during Coast Guard Group Milwaukee's Operation Midnight Badger, a summer-long crackdown to remove drunk boaters from Lake Michigan waters.

A ribbon-cutting ceremony was held July 22 to celebrate the opening of the new Coast Guard Station Oak Island in Oak Island, N.C. The new station was rebuilt after the original station burned down Feb. 1, 2002, for unknown reasons.

Coast Guard Chaplains from the Pacific Area and 11th Dist. participated in the 2004 East Bay Stand Down in Dublin, Calif., Aug. 12-15. In an effort to assist homeless veterans in the East Bay, the East Bay Stand Down provided much needed food, medical attention, legal assistance, and other supportive assistance to needy East Bay veterans.



The Miami Beach-based CGC Farallon repatriated 15 Cuban migrants Aug. 5 after they attempted to illegally enter the United States in two separate cases.

FY'04 By the numbers compiled Aug 9

Lives Saved: 3,167
 SAR cases: 27,417
 Marijuana: 25,449 pounds
 Cocaine: 155,118 pounds
 Migrants: 8,920

Source: G-IPA-2

CG provides security for Portland's Rose Festival

PORTLAND, Ore., June 9 — Coast Guard personnel joined local law enforcement agencies to provide security for the 97th Portland Rose Festival Fleet Week held June 9-14.

Coast Guard units involved were Maritime Safety and Security Team 91101 from Seattle, Station Portland, PSU 313, Air Station Astoria and Auxiliary Divisions 6 and 7.

Additionally, the CGCs Alert and Bluebell participated in the festivities.

The festival hosts an estimated two million people each year. Some visitors travel thousands of miles for the experiences of this month-long civic celebration.

This year, MSST 91101 brought two trailerable boats and a canine handling team GM3 Cyrus and his dog Chase. Chase was a hit with local media when he displayed his talent during a training exercise on the floating pier next to Portland's Hawthorne Bridge.

Another invaluable security asset to Rose Festival Fleet Week was Coast Guard Auxiliary Division 7. This division is made up of six local Flotillas in the Northwest Oregon and Southwest Washington area, and currently boasts approximately 200 members serving the Columbia, Willamette and Kalama rivers. Auxiliary vessel Freda Fly, owned and operated by Joe and Debbie Engel, was this year's media boat, offering local media access to the river during the arrival of the fleet. They also provided safety and security zone coverage during the popular dragon boat races held on the weekend where more than 2,000 rowers, including three blind teams, raced their homemade dragon boats across the Willamette River.

More than 12 different law enforcement agencies provided security patrol support as the fleet transited the Columbia and Willamette River system during their arrival and departure, a coordination that takes a number of dedicated individuals. Not one incident occurred throughout the fleet's four day visit, an amazing feat considering more than 1,000 recreational boaters visited the downtown area during the weekend.

Despite the minor inconveniences of having to be

escorted through the security zone surrounding the fleet, the festival's continued to enthrall Rose Festival's traditions continued to enthrall visitors.

Several hundred citizens witnessed Rose Festival Queen Tara Beatty as she knighted two Coast Guard admirals.

The annual Honorary Knighting Ceremony inducts local, national and international dignitaries into the "Realm of Rosaria" in recognition of their contributions to benefit the greater world community.

The Queen of Rosaria (a local high school student) knighted the inductees, giving each a title involving the name of a rose of their choosing, which they pledge to cultivate.

Rear Adm. Jeffery Garrett, commander of the 13th District, was honored under the iceberg rose for his work in protecting the ports in the Pacific Northwest. Rear Adm. Mary O'Donnell was honored under the Irish Gold rose for her work as the deputy area commander of Mobilization and Reserve Component Affairs.

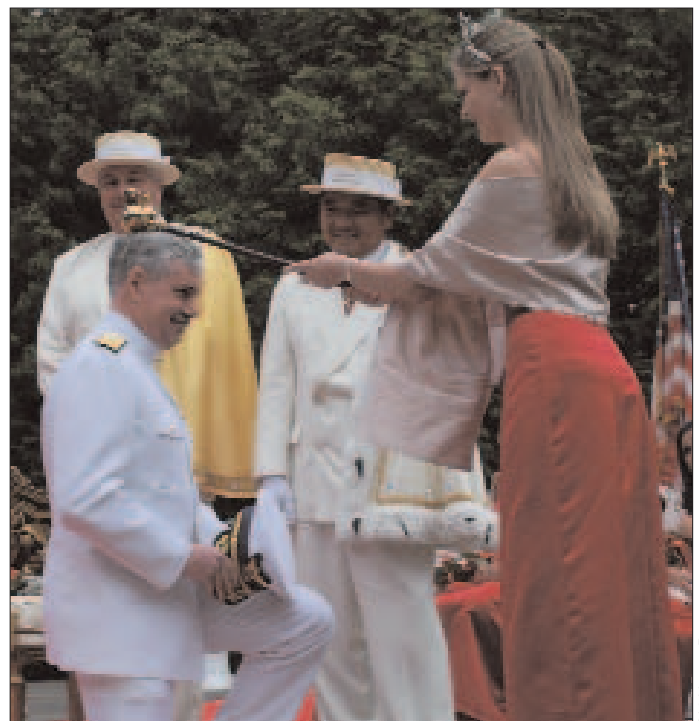
Whether it's the city of Portland, the mythical Realm of Rosaria or the annual Rose Festival, the dedication of more than 2,000 volunteers and a tradition that turned 97 years old this year will unlikely change anytime soon.

"The Rose Festival celebrates the city of Portland," said John Hisatomi, prime minister of the Royal Rosarians. "People absolutely love the Rose Festival." PA1 Amy Gaskill, 13th Dist.



PAC KERRY ALBROW, 13TH DIST.

A smallboat from PSU 313 provides security during the Rose Festival.



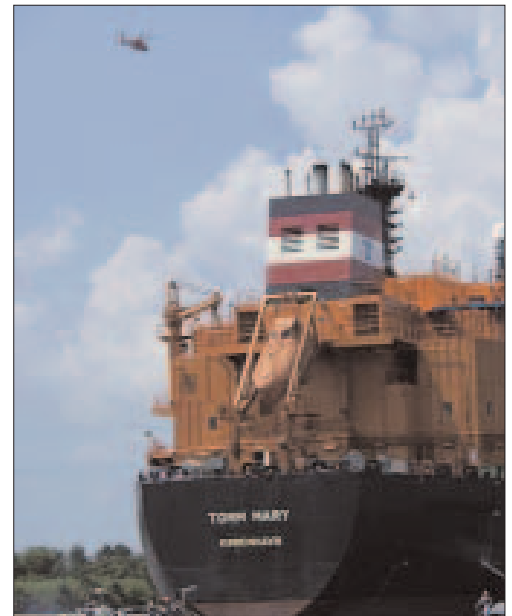
PA3 MICHAEL ZOLZER, 13TH DIST.

Rose Festival Queen Tara Beatty knights Rear Adm. Jeffery Garrett during the 97th festival held in Portland.

8th Dist. units respond to Texas oil spill



Contracted crews, along with state and federal agencies, clean fuel oil from the water after the tank ship Torm Mary spilled about 27,000 gallons of fuel oil.



A Coast Guard helicopter flies over the ship Torm Mary as it surveys the oil spill in the Neches River in Port Arthur, Texas.

PORT ARTHUR, Texas, Aug. 2
The Coast Guard, along with other state and local agencies, responded to an estimated 30,000-gallon fuel oil spill in the Neches River here today.

The spill occurred at approximately 12:20 a.m., when a barge struck and pierced the starboard fuel tank of the tanker Torm Mary, which was at the Sun Anchorage for a routine refueling operation. The Coast

Guard closed a section of the Neches River from buoy 42 (just north of DuPont plant and the Naval Reserve Fleet) to the Veteran's Bridge.

A Coast Guard broadcast notice to mariners was issued to inform the local ship traffic of the river closure. The Sabine Pilots' Association and barge companies have terminated all river traffic to the area. Coast Guard MSO Port Arthur monitored scene, pursuing cleanup operations.

Federal funding from the National Pollution Funds Center has been authorized to offset costs.

The Torm Mary is a 528-foot Danish-flagged tank ship, carrying Eurograde gasoline.

The Coast Guard is investigating the cause of the incident.

Story by Lt. Ian Bird, MSO Port Arthur

Photos by PA3 Andrew Kendrick, 8th Dist.

Midgett makes Juneau port-of-call

JUNEAU, Alaska, July 14 — The CGC Midgett, a 378-foot high endurance cutter, arrived here for a port of call July 7. The Midgett's crew has enforced the Maritime Border Line in Alaskan waters since mid-May and also provided support for the National Oceanic and Atmospheric Administration data buoys, located in the isolated central Bering Sea and Albatross Banks. The cutter is scheduled to depart for its homeport of Seattle, July 19.

PA3 Thomas McKenzie,
17th Dist. York



Young hero gives reason to hope

Air Station Atlantic City brings boy's dream to life

ATLANTIC CITY, N.J., Aug. 5 — Air Station Atlantic City, N.J., hosted a visit for 15-year-old Matthew Ellengold today, fulfilling a life-long aviation dream.

Joined by his mother, Sheila, and English teacher, Stacy Fulton, Matt made the trip from Voorhees, N.J., where he is an honor student at East Regional High School.

In early September 2003, Matt became paralyzed from the neck down and was diagnosed as having Transverse Myelitis, a rare neurological disorder caused by inflammation of the spinal cord.

“One doctor told Matt he would be a quadriplegic for the rest of his life,” said his mother Sheila. “But Matt told him that the word wasn’t in his dictionary.”

After months of therapy and rehabilitation, Matt is now using a walker. He went from being paralyzed, having a tracheotomy and being 100 percent ventilator-dependent to walking on his own power from the air station’s hangar out to the awaiting helicopter.

With a life-long love of the military and aviation, Matt’s dream job is to one day have a career in aviation research and development.

Matt was given a presentation on the Coast Guard, met with the commanding officer, Capt. James Hubbard, was given a tour of the unit, met with air station crewmembers, and was able to sit up front while taxiing in the cockpit of a HH-65B helicopter.

“It was a special day for all of us,” said Hubbard. “Matt is an inspiration.”

Lt.j.g. Chris Grooms, Air Station Atlantic City
Photos by PA1 Kimberly Smith, PADET Atlantic City



Lt.j.g. Chris Grooms helps Matt get suited up in preparation for his HH-65 helicopter tour and taxi.



From left: Airman/AMT Chris Shaw, Lt. Ron Richards, Lt. Chris McIntyre, Lt.j.g. Chris Grooms, Sheila Ellengold (Matt’s mom), Stacey Fulton (Matt’s English teacher), AMT1 Marcus Bynum and Matthew Ellengold smile for a group photo.



MIGHT AS

Story and photos by PA2 Zac Crawford,
Special Missions Training Center, Camp Lejeune, N.C.

WELL JUMP

Coast Guardsmen join Marines in several training exercises, including the Helicopter Rope Suspension Training

JUMP AROUND BM1 Kory Cronin from Special Missions Training Center holds out the Coast Guard ensign while dangling from a Marine Corps CH-46 Sea Knight during the Helicopter Rope Suspension Techniques Masters Course.



Several Coast Guardsmen from the Special Missions Training Center in Camp Lejeune, N.C., have been given the chance to train with other military services not only to improve inter-service relationships but to gain a better understanding of today's military training and operations.

BMC Keith Basilici, BM1 Kory Cronin, GM2 Jerry Hatfield and EM3 Bruce Reid, have been given extraordinary opportunities to train with both the Army and the Marine Corps.

Basilici and Cronin participated in the Helicopter Rope Suspension Training Master's Course with the Marines from the Special Operations Training Group for two weeks. In this training, they learned everything from rappelling from the skids of a Marine Corps UH-1N Huey to fast roping, or vertical insertion according to the Coast Guard, from the rear of a CH-53 Sea Knight helicopter.

"Joint operations are a very important

HANGING OUT Marines (*left*) and BMC Keith Basilici of Special Missions Training Center (*below*) practice dangling from a helicopter while conducting Special Patrol Insertion/Extraction exercises during the Helicopter Rope Suspension Techniques Masters Course.





aspect of an inter-service relationship,” said Cronin. “It’s great when we can use other services’ assets and, in turn, we can further help them out with whatever they need from the Coast Guard.”

Other than the advantages of helping each other with training, Basilici believes this was an inevitable meeting just waiting to happen.

“This is the natural growth of the Coast Guard. Our service as a whole is tasked with new training and operational requirements passed down by the Department of Homeland Security,” said Basilici. “Our concept of operations is rapidly changing into what is called the ‘new normalcy.’ We are getting into the more special capabilities side of Coast Guard operations. We’re poised and put into a position to meet new task objectives and directives which includes things like high-speed boat tactics as well as inserts and extractions.”

Cronin says learning the way Marines train for combat is important to the way the Coast Guard trains for the future.

“The Marines are trained to handle anti-terrorism issues overseas,” said Cronin. “It’s a new concept for the Coast Guard, and we’re starting to get the proper training for these different kinds of missions.”

Hatfield, a former Marine of four years, has his own views on why this kind of joint interaction is important.

“I think it is extremely important that different branches of service be able to work together to

RUNNING MAN GM2 Jerry Hatfield from Special Missions Training Center runs to his shooting position at the range in preparation for the next course of fire during the Marines’ Designated Marksmen Course

accomplish common goals,” said Hatfield. “America’s war on terror cannot possibly be won by any one service. Our success depends heavily on teamwork. Solid teamwork is developed through training.

“Attending schools hosted by another service benefits both the student and instructor. It forces the student to step out of his comfort zone, and adapt to a new and challenging environment.”

During the three weeks of 4th Marine Expeditionary Brigade’s Designated Marksman Course, Hatfield was partnered with a group of Marines. He said the fact that they are Marines and he is a Coast Guardsman became irrelevant by the end of the first day. Hatfield also stated that the course focused heavily on teamwork, and without it, you simply cannot be successful.

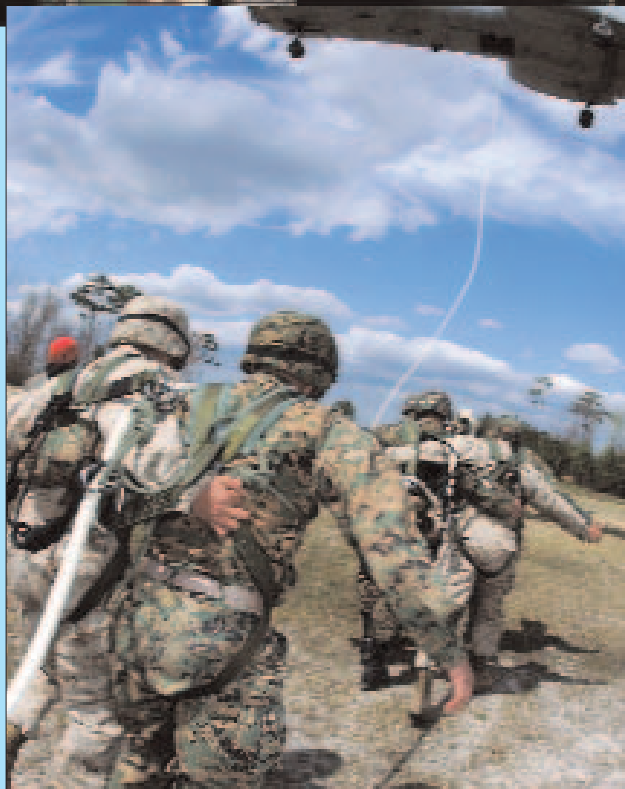
“For the instructors, feedback from students coming from various training backgrounds can introduce them to new ideas and improve their subject knowledge,” said Hatfield. “The instructors of the Designated Marksman course had never worked with Coast Guardsmen prior to us arriving at their training center. This afforded me an opportunity to establish a positive first impression, and we did exactly that. At the end of

TAKING OFF

Top left: BM1 Keith Basilici and BM1 Kory Cronin watch fellow Coast Guardsmen take off aboard a Marine Corps CH-46 Sea Knight helicopter.

Bottom: A Marine Corps helicopter takes off on a Special Patrol Insertion/Extraction.

Below: Basilici prepares his gear for a rappelling exercise.



the course, the instructors made it clear that not one of them would hesitate to deploy into a hostile environment with either of the two Coasties as a partner. I believe that is the highest compliment one can receive.”


Hatfield also said the Coast Guard could greatly benefit from participation in joint service training.

“There is a wealth of knowledge that can be attained by reviewing the successes and setbacks experienced by other services. This can be most helpful with the implementation of new programs,” said Hatfield. “Should the Coast Guard desire to adopt a program similar to the Marine Corps designated marksman program, by allowing our members to train with Marines, we can identify the elements of their school that pertain to our needs and utilize them as opposed to starting from scratch.”

Reid participated in the Army’s Basic Airborne Course at Fort Benning, Ga.

Reid said there were a few interesting things that happened to him while at school, but, like the rest of his shipmates, he feels very strongly about the



“I grew as a person from all the training we were put through. Pain was a big issue that could have made quitting easy, but I fought through the pain and graduated. This made me realize I was a lot stronger than I knew I was, both inside and out,” said Reid. “I learned that though we are different in many ways, all the services can and do come together to complete a mission.” 

importance of joint service training.

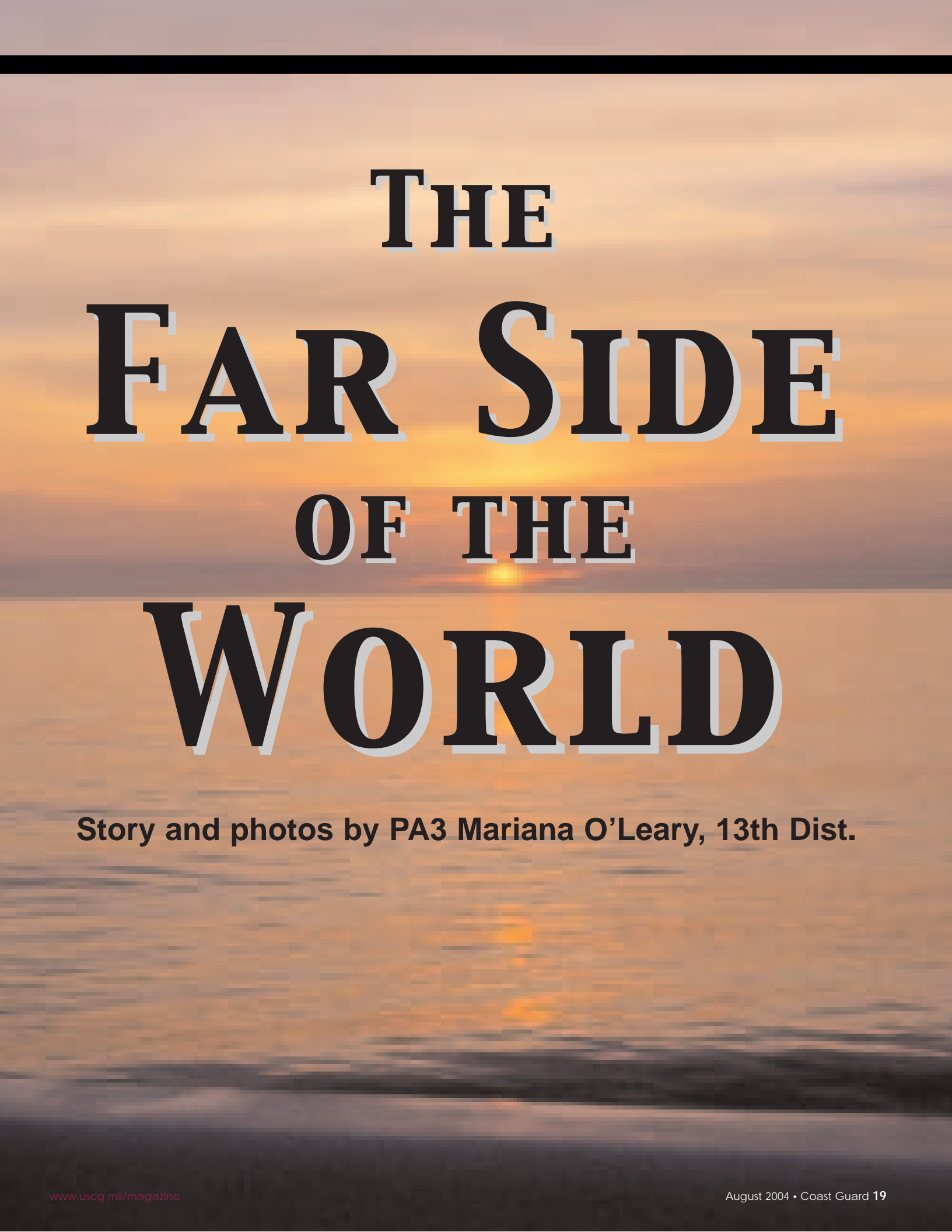
“The jump school instructors seemed to enjoy the fact that they could mess with all the services. I caught a lot of grief because the Army never sees Coast Guard personnel,” said Reid. “After awhile, they would just say ‘where’s my Coastie?’ That made me feel good because they all knew I was the only Coastie out of a class of more than 300 people.”

For Reid, there were both professional and personal benefits gained by working with the Army.

THUMBS UP *Top:* GM2 Jerry Hatfield from Special Missions Training Center takes a well-aimed shot at a target 600-plus yards away with his M-14. Hatfield is one of two Coast Guardsmen participating in the Marine Corps’ Designated Marksmen Course. *Below:* Marines stand with their thumbs giving the pilots the go-ahead to take off in their CH-46 Sea Knight helicopter.







THE FAR SIDE OF THE WORLD

Story and photos by PA3 Mariana O'Leary, 13th Dist.

In April, the Seattle-based crew of the CGC Mellon was making preparations to get underway.

In a newsletter sent to the crews' families, Capt. Mark Campbell, the commanding officer, nicknamed the upcoming trip "Mellon's Far Side of the World patrol."

The ship and crew were to visit ports in Japan, Singapore, Malaysia, Thailand, Brunei, the Philippines, Hong Kong, and a yet undetermined port in mainland China. "Many are probably wondering what such a mission has to do with the Coast Guard, or what it has to do with homeland security, and more specifically the CGC Mellon ... in short, why us?" said Campbell.

Mellon was to deploy to the Western Pacific to participate in the 10th annual Cooperation Afloat Readiness and Training exercise, and the third annual Southeast Asia Cooperation Against Terrorism exercise.

CARAT and SEACAT are joint and combined exercises with the Navy, Coast Guard and various foreign navies. CARAT was first organized in 1995 in order to schedule, plan and execute previ-

ously existing regional bilateral exercises with Southeast Asian nations and U.S. forces into a coordinated set of sequential exercises. The mission of this annual event is to enhance regional cooperation, build friendships between the nations involved and strengthen professional skills at every level.

"There are a lot of good reasons to participate in these exercises. It exposes us to a different way of doing things; it's an exchange. We can learn from them as they can learn from us," Campbell said.

In 2002, the first SEACAT exercise was held to contribute to regional coordination efforts that support responses to terrorism and crimes at sea.

This year, the Mellon, with the dock landing ship USS Fort McHenry and guided missile

destroyers USS Russel and USS McCampbell, the combat stores ship USNS Concord, and the container ship SS Major Stephen W. Pless, began the SEACAT exercises in the South China Sea.

The scenario-driven week long exercise involved tracking and boarding a simulated rouge merchant ship, giving the participants an opportunity to witness and share ship tracking and boarding techniques with foreign navies.

On May 29, the Mellon boarding team embarked on USNS Concord for the exercises, demonstrating Coast Guard boarding tactics and procedures to approximately 30 foreign coast guard and naval officers.

Lt. j.g. Trevor Hare looked forward to the rare opportunity to share and get feedback from such a diverse crowd of spectators. "I'm looking forward to showing the coast guards of Southeast Asia what we do



BOARDING TEAM

CGC Mellon boarding team members BM2 John Gravellese and MK2 Jeremy James deliver a Singapore police coast guard boarding team to the motor vessel Kendrick for a joint boarding demonstration. The U.S. and Singapore coast guards shared tactical knowledge and expertise while participating in the Singapore phase of the Cooperation Afloat and Readiness Training exercise June 2004.



and how we do it,” he said. “It’s a group with a lot of variety because some of these countries don’t have a coast guard. Some of the liaisons are representing navies that act as coast guards.”

The boarding team from the Mellon scurried up the Jacobs ladder, fanned out onto the decks of the enormous Concord and were met by a myriad of colorful uniforms. Unfamiliar gold and silver insignias denoting ranks and awards glinted in the sun as the officers followed the Mellon’s boarding crew all over the ship.

After locating and detaining suspected “pirates,” played by U.S. Navy personnel in an exercise drill, the observers gathered on the mess deck to ask questions about the drill and take a closer look at some of the tools used during a boarding.

“It was definitely a good learning experience,” said Hare. “It’s not often that we get a chance to

VITAL CONNECTION IN A DISTANT SEA

GMC Donald Sanders and CWO Ted Allen direct refueling operations aboard the CGC Mellon, with the USNS Guadalupe June 2004.

do something like this.”

As the Mellon pulled into Singapore’s Changi Naval Base, hot humid weather and numerous U.S. Navy and Singapore navy ships already in port greeted the crew. The Singapore phase of CARAT was about to begin with community relations activities, a search and rescue symposium, a joint Singapore Police Coast Guard and U.S. Coast Guard boarding, and the chance to meet new people and learn about a different culture.

“These ties that we make are valuable things to have. The Coast Guard adds a lot to these exercises because some of these countries’ navies have more in common with the Coast Guard

than with our Navy,” said Campbell. “They aren’t necessarily as concerned with pushing their borders out and sailing all over the world, but they are very interested in homeland security for their own countries.”

In the early morning of June 2, volunteers from the Mellon and various Navy ships took a bus to the Yio Chu Kang Employment Development Center. There, along with Navy Chaplain Lt. Cmdr. David Bynum, the coordinator for the CARAT Singapore community relation project, and a group of about 10 Singapore navy sailors, they set to work with rollers and buckets of paint as the shy but curious residents poked their heads over the windowsills to

THIS IS GOING TO STING...

Seaman Max Woods gives practice first aid to Seaman Robert Hovish during a general quarters drill.



fresh coat of violet paint, and put a new shade of pale pink in the classroom to cover the peeling green. They also finished a new fence surrounding a basketball court.

On June 9, the Mellon's boarding team rechecked their equipment and prepared to leave Changi Naval Base Harbor.

About four miles out into the bay, the small boat crew met up with a team of heavily armed Singapore Police Coast Guard officers in a fast-looking black-and-white boat, then headed out to the nearby bright orange motor vessel Kendrick.

First the Mellon's boarding crew demonstrated their procedures for an initial search of a vessel as the Singapore Police Coast Guard team watched. Next, they switched roles, and the Mellon's crew observed.

As Singapore Police Coast Guard Sgt. Haniff and OS2 Westin Goetz talked about their experiences in their respective professions, the similarities and differences of the team's tactics and procedures became apparent.

"I learned they have a lot of the

same type of law enforcement tactics," said Goetz. "They seem to be more

aggressive in general, but they also have a lot of the same situations to deal with and a lot of the same challenges that we have, like language barriers."

MK1 John Vousboukis gave a verbal demonstration of how our use of force policy works.

"They were very curious about our pepper spray, I guess that's something they don't use. They have similar levels of force and they have authority on water and on land," said Vousboukis.

"Because they are also police they can get stationed with a land unit as well."

"The U.S. Coast Guard sends a cutter to this exercise every other year," said the Mellon's weapons officer, Lt. j.g. Rob Roble. "Our Coast Guard learns valuable skills every time we're able to interact with another country's maritime law enforcement. The Singapore Police Coast Guard are a very capable and disciplined

force. They do cross-training with Malaysia, the China Police, the Hong Kong Maritime Police, and the Japanese Self Defense Force.

"Our goals in doing cross-training with Singapore is to show some of our tactics for homeland security and in exchange get a chance to learn how other countries operate," said Roble.

"It works to our benefit if we're familiar with other countries' law enforcement procedures," said Hare. "If I'm boarding a boat, and I know that its last port of call was Singapore, I may have a better idea of what that ship's crew went through on its last boarding. I may have a better idea of what the crew onboard expects to go through. Knowing what tactics were employed could definitely make our job easier."

As the Singapore and the United States coast guards stood talking, Sgt. Hariff pointed behind the crew and calmly said, "Storm is coming." Sure enough, dark black clouds had appeared out of nowhere.

The drill was cut short and the boat crew headed back to port as the torrential downpour started. Visibility had been reduced to almost nothing, and the rain was pelting like hail. However, the boat crew had nothing but big smiles, drenched from the rain. They were cooling off for the first time in weeks.

"It works to our benefit if we're familiar with other countries' law enforcement procedures ... If I'm boarding a boat and I know that its last port of call was Singapore, I may have a better idea of what that ship's crew went through on its last boarding."

— Lt. j.g. Trevor Hare, boarding officer, CGC Mellon

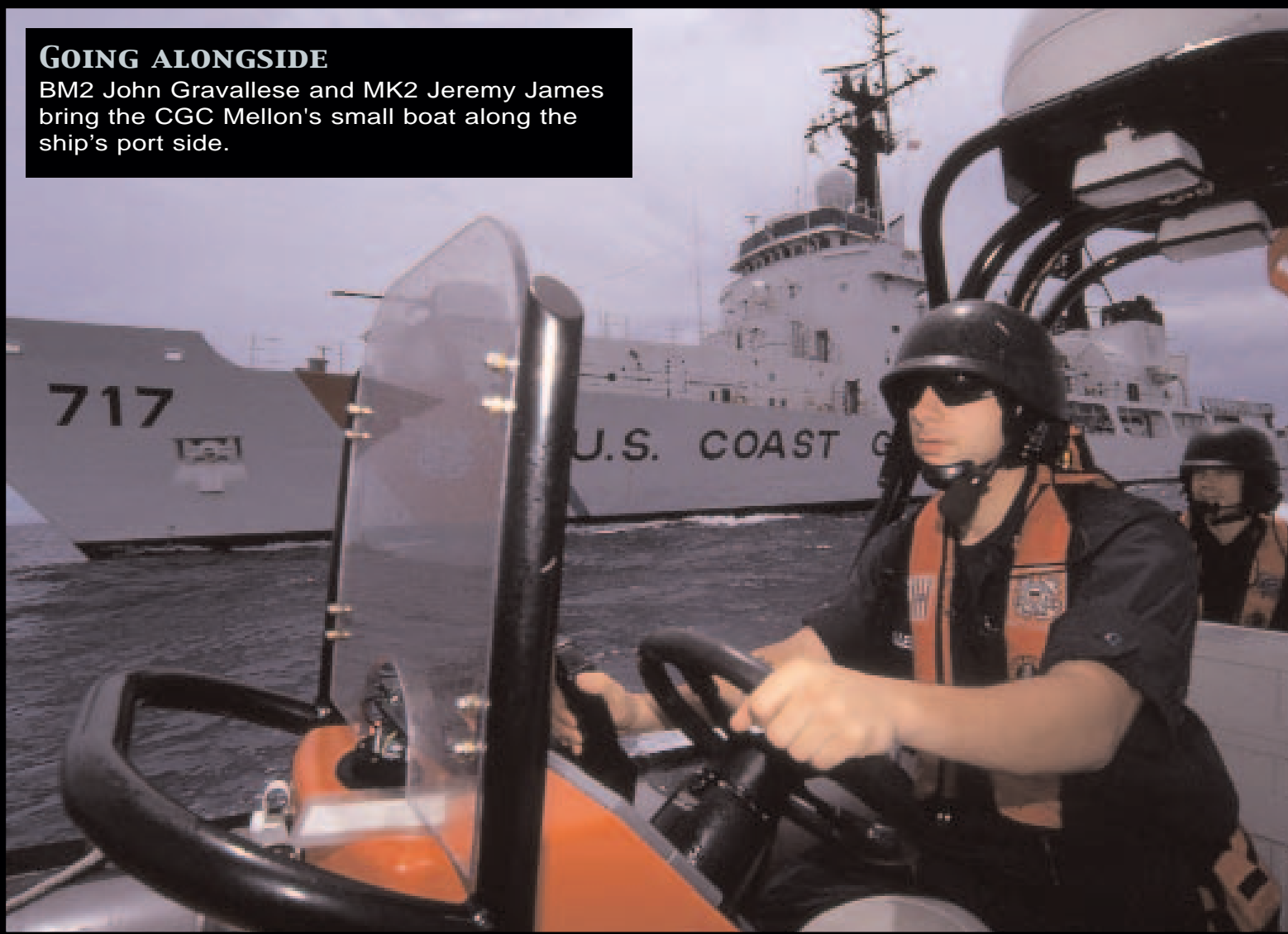


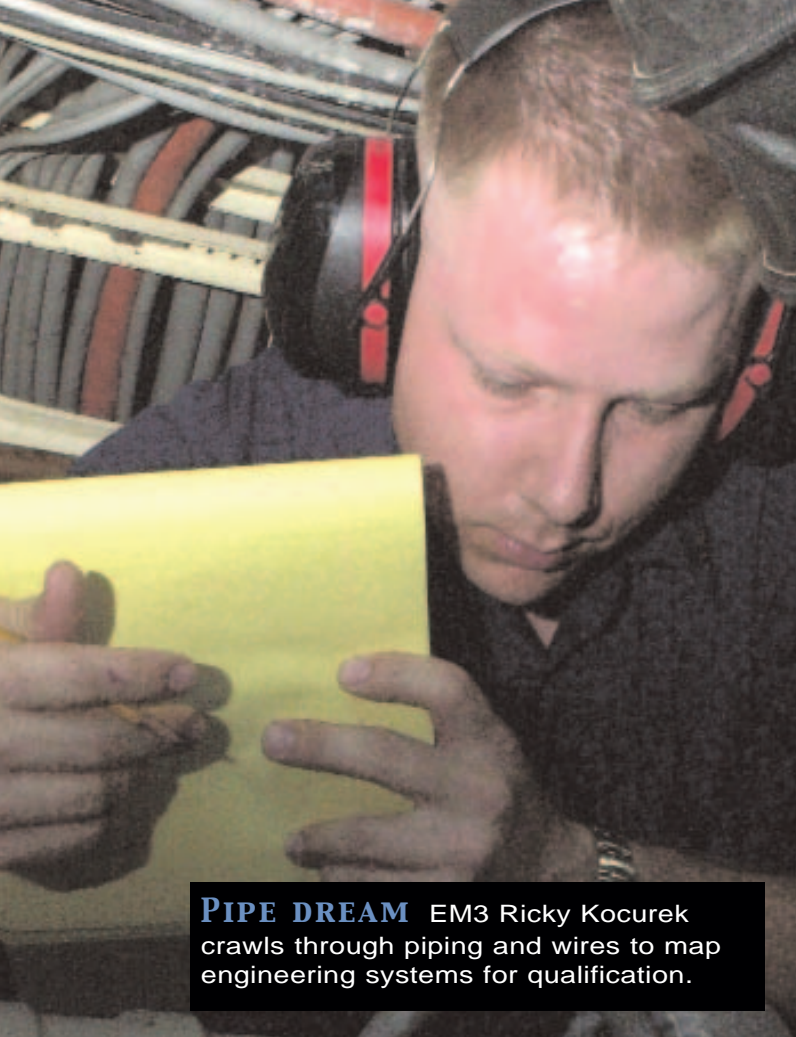
MENDING FENCES

Coast Guard Lt. j.g. Trevor Hare, U.S. Coast Guard, and Navy Chaplain Lt. Cmdr. David Bynum put the finishing touches on a new fence built by the U.S. Coast Guard, U.S. Navy and Singapore navy at the Yio Chu Kang Employment Development Center in Singapore.

GOING ALONGSIDE

BM2 John Gravalles and MK2 Jeremy James bring the CGC Mellon's small boat along the ship's port side.

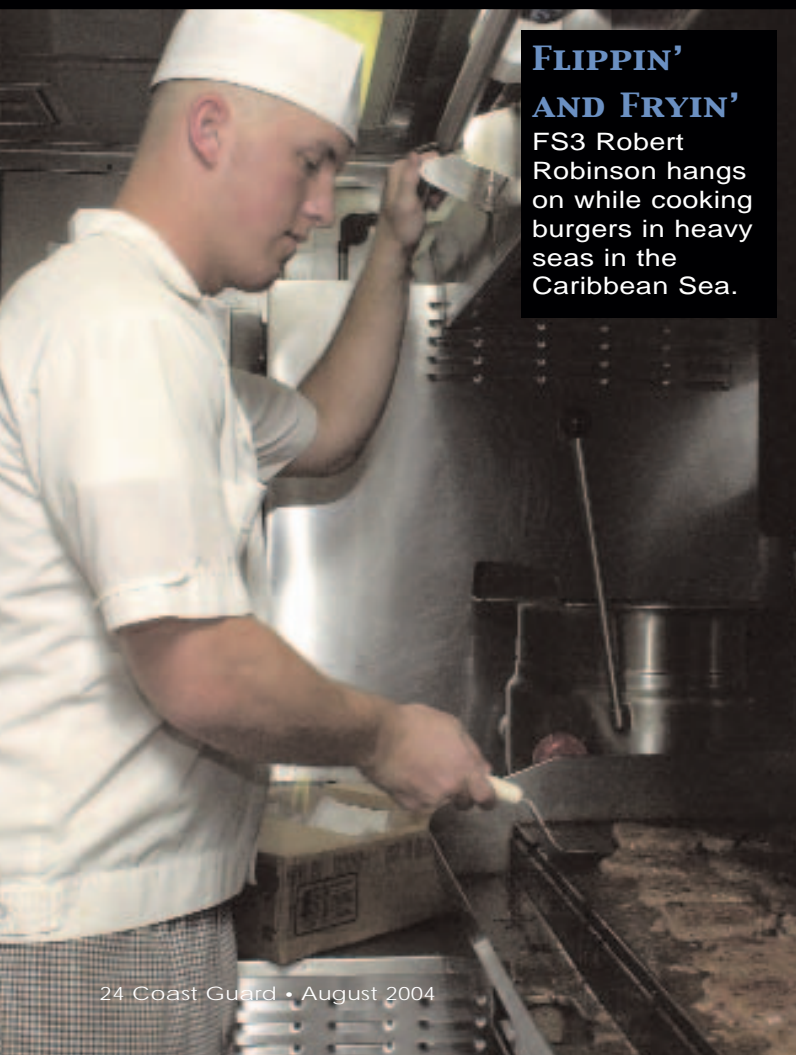




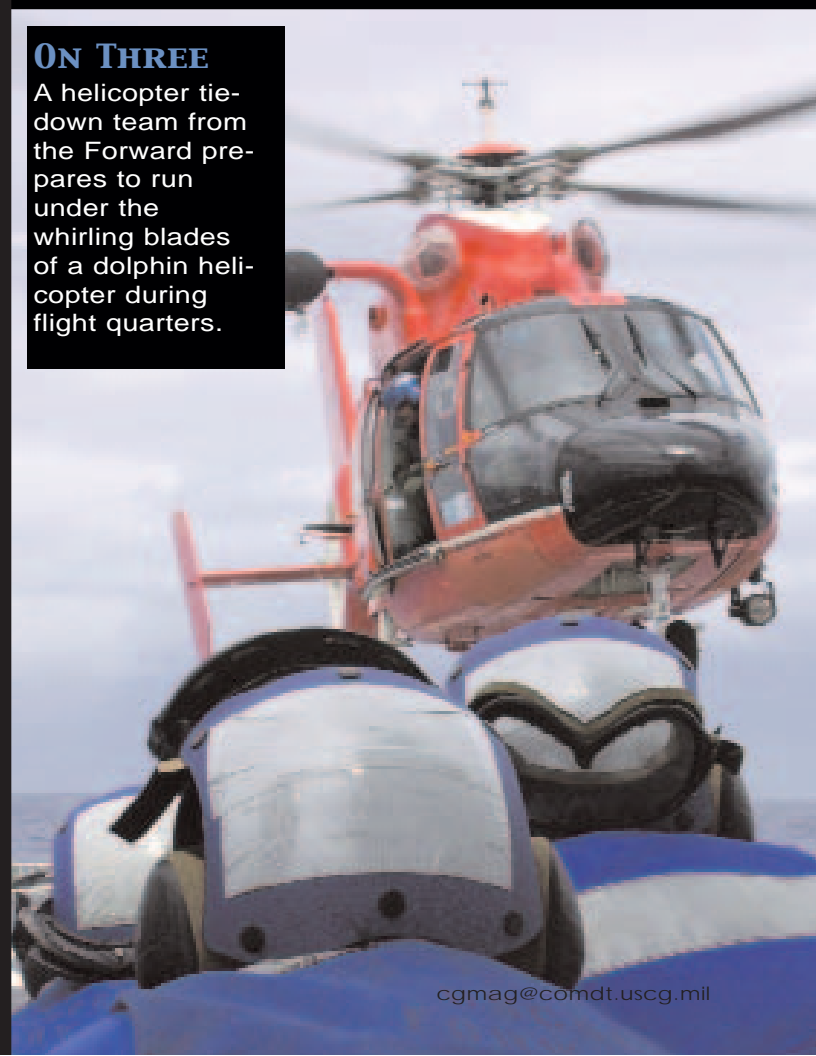
PIPE DREAM EM3 Ricky Kocurek crawls through piping and wires to map engineering systems for qualification.



SEARCHING LOW Lt. j.g. James Corbett and OS1 Kimberly Tutwiler lift the insulation on a ballast tank during a counter-narcotics boarding.



FLIPPIN' AND FRYIN' FS3 Robert Robinson hangs on while cooking burgers in heavy seas in the Caribbean Sea.



ON THREE A helicopter tie-down team from the Forward prepares to run under the whirling blades of a dolphin helicopter during flight quarters.

UNDERWAY

LIFE

BY PA3 DONNIE BRZUSKA,
LANTAREA

“Reveille, Reveille, Reveille — Up, up all late sleepers. You’re tuned to WMEC Forward 9-1-1 on your radio dial. The skies are clear, the temperature is 86 degrees, and we’re currently about 15 nautical miles off the coast of the northern claw of Haiti.”

BMC James Jordan’s voice rumbles over the intercom through passageways and berthing areas of the CGC Forward (WMEC-911) with thumping hip-hop music in the background. The crew of the Forward wakes up to Jordan’s booming radio-personality voice just about every morning they’re underway. This is the cue for groggy mid-watchers to roll out of their racks and start another long workday.

This is the rarely-advertised and seldom-celebrated life of the men and women who work on the Coast Guard’s more than 31 medium-and-high-endurance cutters. A Coast Guard cutter is a fusion of young and old sailors, those with years of sea time and those with days, those who have traveled the world and those who have never left their hometown.

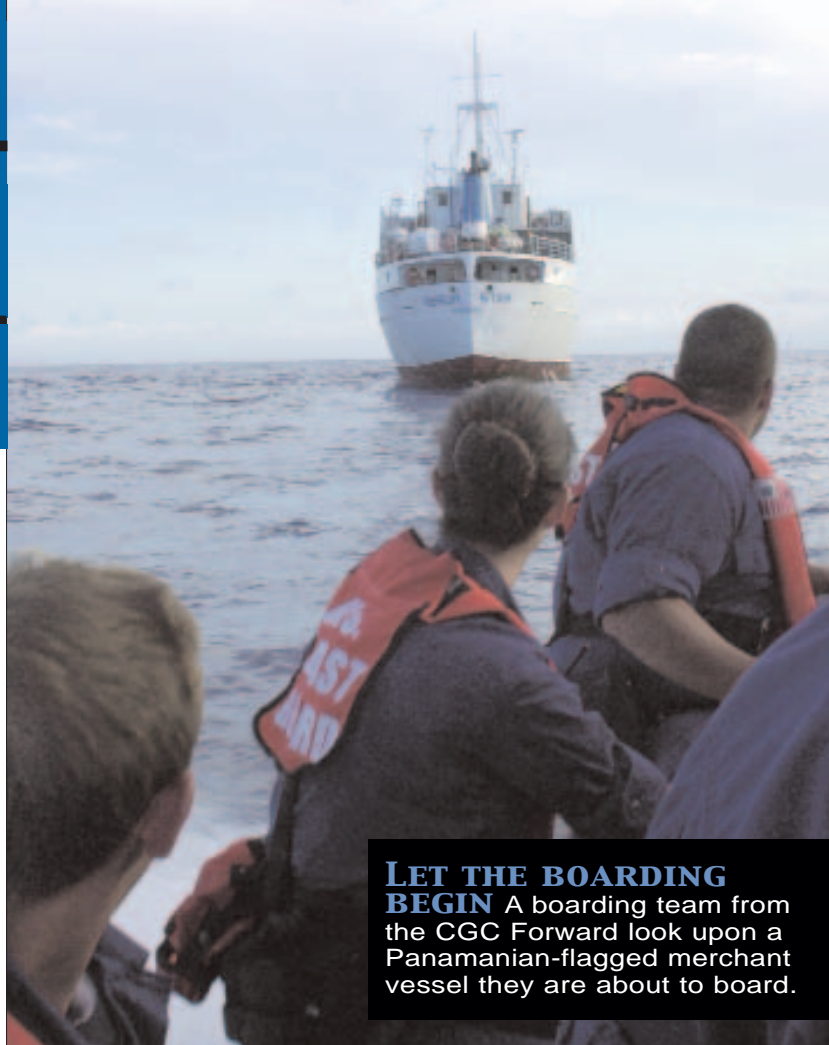
Jordan recites the weather and the plan of the day for the rousing crewmembers, while never breaking from the disc jockey character he plays so well. In a world where routine and tradition are often set aside for operational needs, this is a welcome recurring event.

“You know you’re doing a good thing when you can make people look forward to waking up in the morning,” said Jordan.

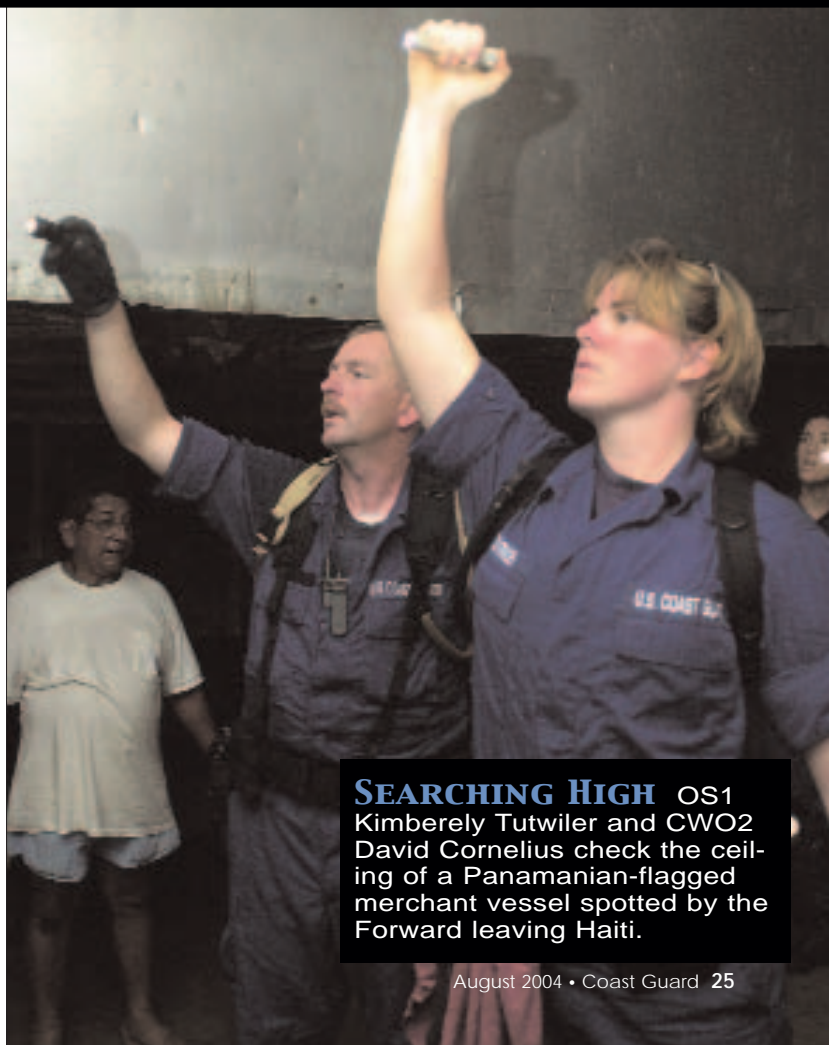
These men and women spend more than 185 days on average away from their family and friends, and aside from the occasional grumble or homesick remark, the men and women of the Forward are happy on the 270 feet they call home.

“Underway duty is not necessarily harder (than shore duty), just a different lifestyle. In the end, the missions are a little different, but the goal is always the same — excellence,” said BMC George Smith, the chief of the Forward’s deck division.

Every aspect of underway life is vastly different from shore duty at a station, a group or a support unit. People underway long to pull into port to hear the voice of a loved one, while at the same time rounding off an eight-hour work day and



LET THE BOARDING BEGIN A boarding team from the CGC Forward look upon a Panamanian-flagged merchant vessel they are about to board.



SEARCHING HIGH OS1 Kimberely Tutwiler and CWO2 David Cornelius check the ceiling of a Panamanian-flagged merchant vessel spotted by the Forward leaving Haiti.



NIGHT OWL

Lt. Troy Vest, the operations officer for the Forward, meticulously logs each person's identity during a night-time boarding off the coast of Haiti.



THE HEAT IS ON

DC1 Lance Manno checks gauges in the 110-degree engine room during an engineering watch onboard the Forward.

eight hours of watch. Mess cooks sweat in a hot scullery washing dishes for 14 hours and desire to be on the bridge or in the engine room learning the trades that may some day be their career.

"When you're on land, you have more chances to participate in your community, but when you're on a cutter, that is your community," said Smith.

The fact that everything is different is just one of the challenges a newly assigned basic training or class "A" school graduate faces when reporting aboard a cutter.

Seamen, firemen and junior petty officers gather on the mess deck of the Forward just about every night to become proficient in damage control, the only hope the crew will have to save their ship if something should happen underway. The crew is taught fire fighting, plugging, patching, dewatering and basic first aid. They are required to know the location of every dewatering pump and firefighting station onboard. This rigorous training is squeezed in between their normal eight-hour workday and eight hours of watch.

Everyone on the ship has his or her skills tested on a regular basis. Every day is usually marked by fire drills, boat lowering details, law enforcement boardings or flight quarters. Every operation requires the participation of everyone onboard.

Senior officers and chiefs walk young officers and enlisted members through every imaginable damage control scenario aboard the Forward on a regular basis. The ship is transformed into a classroom, where mock fires and engine casualties consume the boat. Ensigns and lieutenants junior grade send repair parties and fire teams out to stop imaginary flooding and fires; young petty officers lead fire fighting teams into the engine room; all the while their senior leadership prompts them on the correct procedures and methods.

"It's so important that they learn these skills," said CWO2 David Cornelius, the main propulsion assistant onboard the Forward. "It's not like your house where you can just go out on your front lawn and wait for the fire department. On a ship, you've got no where to go."

Law enforcement boardings are an equally complicated and important mission. Within hours of becoming the command tasking unit for Coast Guard assets participating in Operation Able Sentry, an operation aimed at deterring illegal migration off the coast of Haiti, the crew of the Forward had already conducted two boardings and was following another seemingly suspicious sailboat in the Windward Passage in the Caribbean Sea.

Boardings are an all-hands evolution and come at all hours of the day and night. On April 22, at about 11 p.m., the boarding team was awakened to board a vessel the bridge watch spotted leaving Haiti. The Forward was under strict orders to board any vessel departing Haitian waters.

A handful of enlisted members and two officers were chosen to go on the boarding. The six men and women climbed down a ladder from the safety of the cutter to a waiting Coast Guard small boat in the black of night. Because the captain of the 82-foot cargo ship spoke little English, a Haitian interpreter accompanied the team. In heavy seas, the team motored over to a third-world style vessel consumed by rust, corrosion and filth. The boarding team had to leap aboard at the risk of falling in the dark Caribbean Sea.


Once aboard the rickety old cargo ship, the boarding team fanned out and checked every space for drugs, migrants and weapons, taking care not to slip through one of the many rust holes that dotted the interior and exterior of the ship. The boarding officer and assistant boarding officer headed to the bridge to check passports, visas and shipping documents.

Even though there were only six Coast Guardsmen on board the cargo ship, there were many more back at the Forward supporting them. The combat control center kept close contact with the 7th District and reported every detail of the boarding back to them. Electronics technicians controlled cameras and spotlights, helping officers and chiefs on the bridge keep a sharp lookout on the men and women sent to board a virtually unknown vessel. Deck hands waited on the Forward's boat deck to pull their shipmates to safety after their mission was complete. Engineers responded to every speed and pitch command from the personnel on the bridge. There was even a cook in the galley preparing a hot meal for the crew after the boarding was complete. Each department, each division and each person on board the Forward relies upon one another to accomplish their missions.

Cutter teams all across the Coast Guard are answering the call to duty. The commandant of the Coast Guard has temporarily ordered the increase of patrol lengths for all the medium and high-endurance cutters in the fleet by 10 days and decreased the frequency of mid-patrol breaks for the crew in response to the nation's national security needs at home and abroad. This means less time at home with loved ones and less time in port where a phone call can be made.

The crew of the Forward is aware of the change, but few seem concerned.

"This may sound strange coming from a guy with three kids and a wife at home, but we have a job to do out here," said Jordan. "We're going to do that job no matter how long it takes."

No matter how long their patrols are, the crew of the Forward will continue to operate with the rest of the cutter fleet. Crews will patrol the waters of far-away lands and those close to home just as they have done for the past 200 years. 

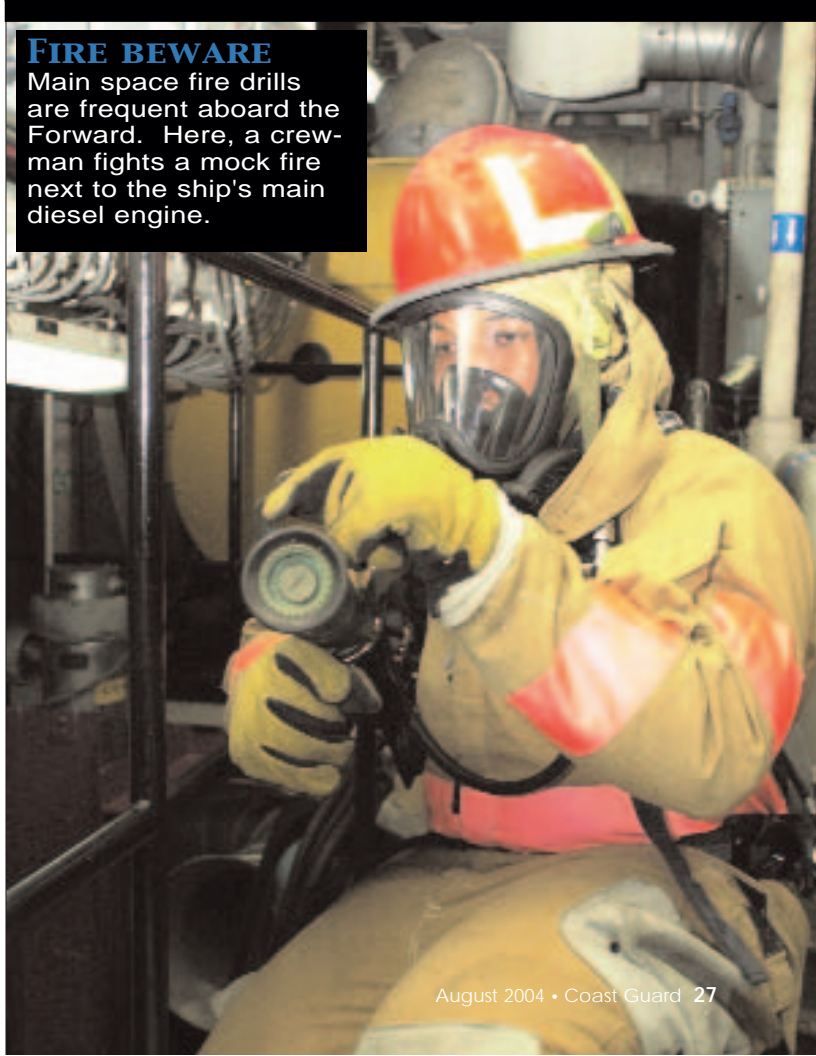
SYSTEM QUALS

EM3 Ricky Kocurek maps an engineering system on board the CGC Forward as part of his engine room qualifications.



FIRE BEWARE

Main space fire drills are frequent aboard the Forward. Here, a crewman fights a mock fire next to the ship's main diesel engine.



Looking for a different kind of assignment?

If you are interested in a unique overseas assignment, a tour serving as a defense attache or assistant while representing the Coast Guard in the Defense Attache System may be the perfect opportunity.

Coast Guard attaches are commonly referred to as COGATTs.

There are currently seven COGATTs, one assistant COGATT, and two enlisted positions in aviation and administration support available. Billets are located in Mexico, Colombia, Venezuela, Ecuador, Dominican Republic, Jamaica and Malta.

Being a COGATT includes up to one year of pipeline training at the Joint Military Attache school at Bolling Air Force Base in Washington, D.C.

Members attend the school for 13 weeks, along with language training (depending on the country assigned) and consultations with various U.S. government agencies and entities.

The eight core competencies that are taught to prospective attaches during their training are:

- Serving as military advisor to the ambassador
- Conduct of representational duties
- Intelligence collecting and reporting
- Collection management
- Crisis management
- Force protection/security
- Intelligence relationship administration
- Attache resource management

Selection by the Coast Guard is made during the normal assignment process. Prospective nominees must submit application packages to the assistant commandant for intelligence (CG-2).

Before applying for any of these positions, you should discuss requirements and expectations with your spouse and dependents.

Although not required, spousal participation is highly encouraged; it can be a true family-team effort. The Joint Military Attache School

also offers training for the spouse. Spouses are also afforded the opportunity to attend the same language training. Some classes are designed for the military member and their spouse to attend as a team.

The package must include:

- Attache bio
- Defense Language Aptitude Battery exam results (100 to qualify)
- Last five OERs/performance evaluations
- Career Summary and Training Summary Information from PeopleSoft
- SF-86 for member and spouse
- Overseas physical for member and screening for dependents
- Photos: one of the member in SDBs alone, and one with the member and dependents

If you are interested, please contact CG-2, as they also maintain a pool of interested candidates. POCs for the program are Cmdr. Ted Tyson at (202) 267-6633 and Lt. Christy Howard at (202) 267-6635.

chuckles



**TRACING THE FIREMAIN OF HELL,
A PREREQUISITE.**

Promoted recently? Receive an award?



Remember, the folks back home care about YOU.

Let family and friends back home know about your accomplishments.

See your Public Affairs Officer and fill out a Fleet Home Town News release form.



Greetings from Group New Orleans

Group New Orleans is located on beautiful Lake Pontchartrain in Metairie, La. With its proximity to the city of New Orleans, personnel can enjoy the heritage and excitement that are offered in one of the world's most unique cities and the birthplace of American jazz.

The Group is co-located with Station New Orleans in a new, \$12.5 million, state-of-the-art facility. Its area of responsibility covers more than 82,000 square miles of Louisiana, Southwestern Mississippi and the adjacent waters of the Gulf of Mexico. The Group is comprised of 350 active duty members, 80 reserve personnel, 18 Auxiliary flotillas, four multi-mission stations, five Aids-to-Navigation teams, four 87-foot patrol boats, two Aids-to-Navigation inland construction tenders, and one Long Range Aids-to-Navigation (LORAN) station.

On any given day, crews patrol the waters of the Mississippi River, Lake Pontchartrain, and the Gulf of Mexico carrying out a variety of missions including search and rescue, law enforcement, aids to navigation, and homeland security.

Group units conduct about 1,000 search and rescue cases per year, and more than 3,000 plus boardings a year during which an excess of 2,000 violations of federal law are detected. The Group's construction tenders and Aids-to-Navigation teams are responsible for maintaining more than 1,200 aids to navigation along the Mississippi and Atchafalaya Basins, their outlets and surrounding waters.

Group New Orleans is just a short drive away from New Orleans' historic French Quarter. The French Quarter is the only intact French Colonial and Spanish settlement remaining in the United States. It has been a continuous residential neighborhood since 1718, with

about 4,000 artists, musicians and professionals of all ages calling it home. More than 25 million visitors a year choose New Orleans to visit and let the good times roll!

The New Orleans Mardi Gras is one of the world's most famous holidays. Despite what you may have heard, there are plenty of family activities during the Mardi Gras season. There are plenty of parades with elaborate floats, picnics, and music for everyone to enjoy. If a night in the city is on the menu, Bourbon Street is a place where you can get a taste of Mardi Gras throughout the year.

Whether you're looking for challenging missions, exciting festivals, or a unique cultural experience, you'll find it at Coast Guard Group New Orleans.

Story by ENS Nicole Burgess, Group New Orleans

Housing

There are family units available on the Naval Support Activity in New Orleans and Naval Air Station in Belle Chase. Living on the economy ranges from \$400 to \$1000 monthly depending on location and size of the residence.

Facilities

The Group/Station has a fitness center and is located near some of the finest restaurants in the world. Across town at ISC New Orleans, a medical facility and exchange are available. Naval Support Activity New Orleans offers all the usual fare of a large military installation.

Education

New Orleans has numerous higher education opportunities including: Tulane University, Loyola University, Dillard, Xavier, Holy Cross, and the University of New Orleans. ISC New Orleans has an ESO available on site to provide DANTES and CLEP testing.

Weather

Louisiana is known for its heat and humidity in July and August. However, with fall and springtime temperatures in the 70s, there are few places more enjoyable.

Check out Coast Guard career opportunities! Call 877-NOW USCG

CAPITAL PROTECTION

The CGC Cochito from Norfolk, VA, on the Potomac River near Washington, D.C., Aug. 7.

Photo by Joseph P. Cirone,
USCGAUX

