

100 years of flight — from the Wright Brothers to unmanned craft



# Coast Guard



December  
2003

Military • Multimission • Maritime

## Images of 2003



*Special Pictorial Issue*



# Coast Guard



Homeland Security

December 2003

U.S. Department of Homeland Security

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## **ALWAYS READY**

A small boat patrol by Port Security Unit 308 ensures the safety and security of the commerce and military traffic at the port of Ash Shuaybah, Kuwait Sept. 25.

PHOTO BY PA2 KYLE NIEMI,  
CG FORCES SOUTHEAST ASIA

# FY 2003: BY THE NUMBERS

Lives saved 5,104  
SAR cases 41,565  
Marijuana 14,059 pounds seized  
Cocaine 136,864 pounds seized  
Migrants 6,136 interdicted

## Supporting Homeland Security

- Conducted more than:
  - 36,000 port security patrols
  - 3,600 air patrols
  - 8,000 security boardings
- Escorted 7,000 vessels
- Maintained more than 115 security zones
- Instituted and enhanced new initiatives as security and control boardings and deployable Maritime Safety and Security Teams
- Implemented a Substance Detection Program using trained handlers and canines to detect explosives and illicit substances
- More than 2,326,520 volunteer hours contributed by Coast Guard Auxiliary

## Coast Guard

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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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Coast Guard  
Images of 2003

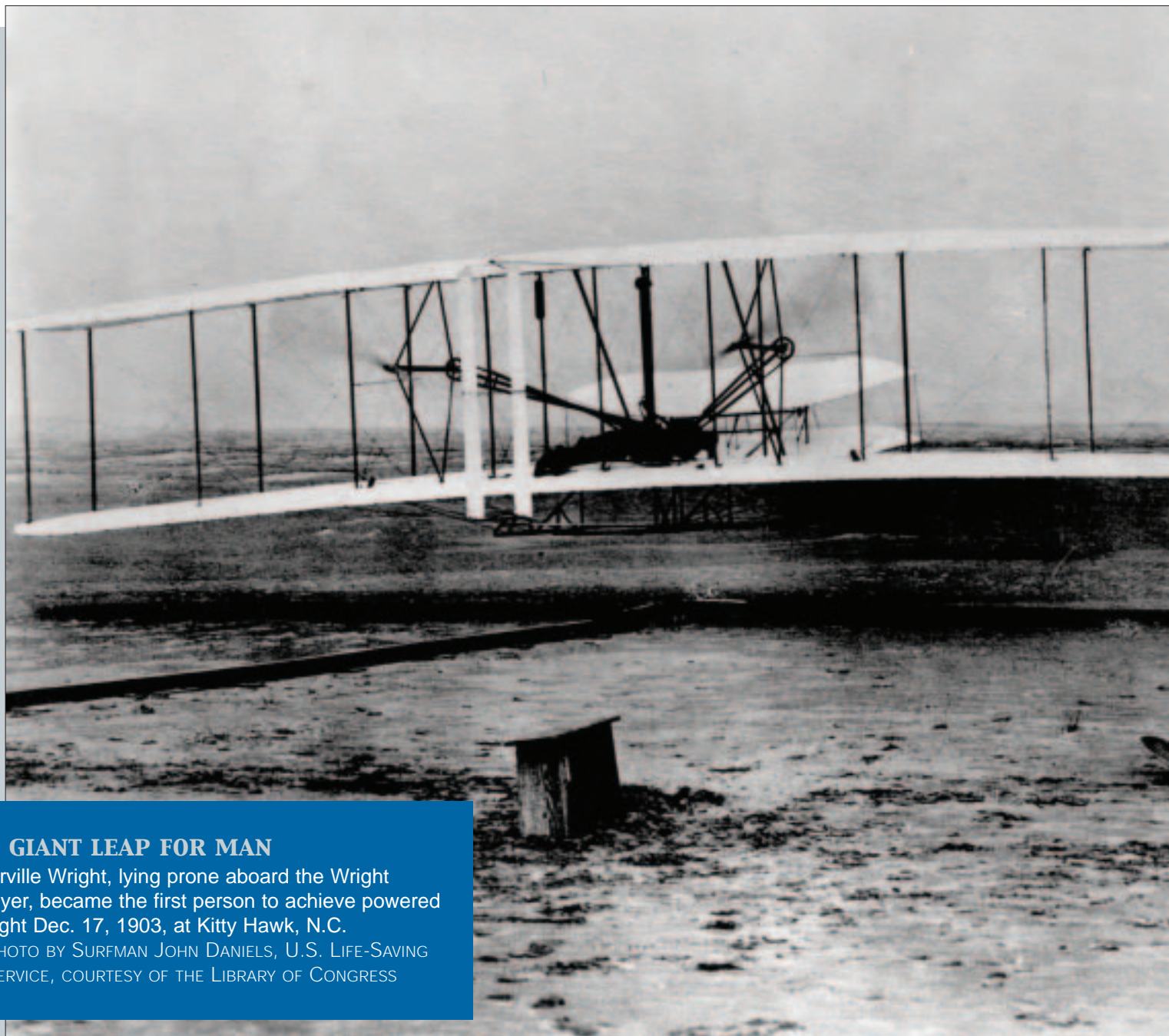


### ON THE COVER

BM2 Peter Brooks from Station Lake Worth Inlet, Fla., stands armed and ready during a homeland security patrol off the coast of Savannah, Ga., Aug. 27.

PA2 Danielle DeMarino,  
7th Dist.

# 100 YEARS OF *FLIGHT*



## A GIANT LEAP FOR MAN

Orville Wright, lying prone aboard the Wright Flyer, became the first person to achieve powered flight Dec. 17, 1903, at Kitty Hawk, N.C.

PHOTO BY SURFMAN JOHN DANIELS, U.S. LIFE-SAVING SERVICE, COURTESY OF THE LIBRARY OF CONGRESS

From the Wright Brothers' first flight to state-of-the-art unmanned helicopters, the Coast Guard has helped man achieve the dream of flying.

Stories written or compiled by PA2 Ron Spellman, G-IPA-1;  
photos courtesy of the USCG Historian's Office



## The Indispensable Men Story by Scott Price, USCG Historian's Office

The sound of an engine bleating loudly broke the morning silence on a lonely North Carolina beach in 1903. A fragile-looking craft with two fabric-covered wings struggled down a wooden rail and slowly lifted into the air, piloted by a young man laying on its lower wing. For the first time in history, a “power-driven, heavier-than-air machine” overcame gravity and took a person off the ground in a “free, controlled and sustained flight.” Just as the flying machine lifted off another young man pressed a rubber bulb attached to a box camera, capturing for posterity the miracle that occurred near Kill Devil Hill, N.C., Dec. 17, 1903. The man who took that photograph, probably the most famous aviation photo in history, was Surfman John Daniels of the U.S. Life-Saving Service.

As the nation celebrates 100 years of powered flight, most will recognize the names of the two brothers who made it happen: Wilbur and Orville Wright. Few know about the many other people who worked behind the scenes and helped them make their dream of flight come true.

Remarkably, many of these forgotten men worked for the Lighthouse

Service and the Life-Saving Service, both forerunners of today's Coast Guard.

Wilbur and Orville Wright, two brothers from Dayton, Ohio, who ran a bicycle manufacturing and repair shop, were determined to be the first to build and fly a powered aircraft. They began their experiments using gliders and needed an isolated location that had a steady wind with rolling hills and long flat beaches for launching, flying and landing. After checking with the U.S. Weather Bureau, they chose Kitty Hawk, N.C. Kitty Hawk postmaster William Tate, who would soon be a lightkeeper with the U.S. Lighthouse Service, heard about the brothers and wrote to them, noting that Kitty Hawk was an excellent place for their experiments. He also offered his assistance and hospitality if they came.

The Wrights arrived at Tate's front door in September 1900, and the postmaster welcomed them into his home. The brothers began putting together their first glider in the Tates' front yard, using Mrs. Tate's sewing machine to stitch together the glider's wing fabric. Tate later wrote that the “mental attitude of the natives toward the Wrights was that they were a sim-



## The Kill Devil Hills crew was indispensable by now.

the Wrights' attempts to make history, and graciously agreed to help them. He even permitted his crew, when they were not on duty, to assist them when needed.

The surfmen began helping out around camp and delivering mail. Etheridge said, "We assisted in every way and I hauled lumber for the camp. In pretty weather we would be out there while they were gliding, watching them. Then, after they began to assemble the machine in the house, they would let us in and we began to become interested in carrying the mail just to look on and see what they were doing. They did not mind us at all because they knew where we were from and knew us."

The Kill Devil Hills crew was indispensable by now. The Wrights hung a red flag from their hangar to alert any off-duty surfman willing to lend a hand during the test flights. The surfmen helped assemble the aircraft, which became known as the Wright Flyer, and carried it to its launching rail that served as a primitive runway. They were, in fact, an aircraft ground crew.

Through fits and starts throughout the fall the brothers continued their preparations. Minor delays, however, including broken propeller shafts, postponed their first powered flight. Captain Ward transported the broken shafts in his launch from the Outer Banks to the coast for further shipment back to Dayton to be repaired. By early December the brothers and their machine were finally ready.

The plane was launched Dec. 14, but it stalled before leaving the ground and was slightly damaged.

Wilbur and Orville spent Dec. 15 repairing the machine and were ready to try again the following day, but this time the weather proved to

**THE FIRST AIR CREW** The crew of the Kill Devil Hills Lifesaving Station helped the Wright Brothers during the building and testing of their flying machine. From left to right: Keeper Jesse Ward, Surfman Tom Beacham, Surfman Adam Etheridge, Surfman John Daniels and Surfman Will Dough.

ple pair of harmless cranks that were wasting their time at a fool attempt to do something that was impossible."

Cranks or not, the locals welcomed the Wrights to their isolated community. The brothers built a campsite on the beach and began

gliding, to the amazement and delight of the residents. The brothers' experiments were successful that year and they returned each fall in the following years to test newer and larger gliders.

In September 1903 they began putting together their new flying machine while continuing to fly a glider. That year, a surfman from the nearby Life-Saving Station at Kill Devil Hills, Adam Etheridge, along with his wife and child, visited the campsite. Etheridge's visit initiated a friendship between the Wrights and the station's crew, a friendship that would provide these lifesavers with the opportunity to witness history.

The Kill Devil Hills crewmen, Will Dough, Adam Etheridge, Bob Wescott, John Daniels, Tom Beacham, and "Uncle Benny" O'Neal, were not quite sure what to make of these two men from the Midwest who never appeared in public in anything other than starched collars, ties, suits, and hats. But curiosity replaced the initial doubts once the surfmen watched the experiments. They also noted the kindness and respect the brothers showed the local community. Capt. Jesse Ward, the station's keeper, was fascinated by



**THE BROS** The Wright Brothers travelled to Kitty Hawk, N.C., every fall for several years. Each time, they brought their gliders and equipment with them.

be uncooperative; there was no wind. On the morning of the following day, however, the brothers awoke to a cold but clear day and a steady 27 mph wind; perfect flying weather. They once again tacked up the red flag and were soon joined by off-duty surfmen Etheridge, Daniels and Dough.

The men placed the flying machine on the monorail and then the brothers set the engine's ignition and turned the propellers. The engine coughed to life and the Wrights retired behind the whirling propellers and shook hands. One surfman recalled, "We couldn't help notice how they held on to each other's hand, sort o' like two folks parting who weren't sure they'd ever see one another again." As Orville lay down on the lower wing, Wilbur set up his camera. He pointed the lens toward the end of the monorail in what he hoped would be the perfect location to capture the first moments of flight. He asked Daniels to assist him, and told the surfman to activate the camera's shutter the instant the flying machine lifted into the air. Wilbur then hurried back to the machine.

Over the noise of the engine Wilbur shouted to the surfmen to not "look too sad, but to . . . laugh and holler and clap . . . and try to cheer Orville up when he started," in an effort to calm the nervous pilot. At

**"I found myself caught in them wires and the machine blowing across the beach heading for the ocean..."**

**— Surfman  
John. Daniels,  
U.S. Lifesaving  
Service**



**ON THE LOOKOUT** The Wright Brothers took this photo and gave copies to the crew as thanks for their help.

10:35 a.m. the flying machine started down the monorail and after traveling forty feet it lifted into the air. Everyone let out a yelp of joy and Daniels pushed the camera's rubber bulb, capturing the historic moment. Orville's first flight lasted 12 seconds and covered a distance of 120 feet - not much of a flight but enough to put the brothers in the history books.

The surfmen then helped drag the Wright Flyer back to the start of the monorail three more times, with each flight lasting longer and covering more distance. The fourth flight was the longest, with the machine flying for over 852 feet in 59 seconds. It was slightly damaged after landing, however, and while the brothers discussed repairing it a strong gust of wind blew across the beach and threatened to flip the Flyer over.

Daniels risked his life by jumping onto a wing to attempt to hold the Flyer down, but the wind gust was too much and lifted the machine and Daniels end over end. Daniels finally slipped free from the tumbling Flyer and fell 15 feet to the ground, injuring his ribs and getting a few bruises, but was otherwise intact. He remembered: "I found myself caught in them wires and the machine blowing across the beach heading for the ocean, landing first on one end and then on the other, rolling over and

over, and me getting more tangled up in it all the time. I tell you, I was plumb scared."

Daniels was in one piece, but the Wright Flyer was too damaged to fly again without extensive repairs. So the surfmen helped the brothers carry it back to the hangar from where they shipped the Flyer to Dayton. The Wrights thanked the men for their assistance, gave them copies of a photo they had taken of the surfmen in front of their station, and left them five dollars for their upcoming Christmas dinner. They also gave a Wright bicycle to Daniels, which he used for many years on his lonely patrols along the beach.

The story did not end there. The lifesavers continued to help the Wrights in later years when they returned for other experiments. These underpaid, brave and tough government employees became local heroes and were bombarded by the press during the anniversary celebrations over the next decades. Daniels even overcame his fear of flying during the celebration of the 50th anniversary of the first flight and took a ride as a passenger aboard another revolutionary aircraft: a Coast Guard helicopter.



**THE KEEPER** Jesse Ward, captain of the Kill Devil Hills Station, took broken propeller shafts from the Outer Banks to the mainland in his own boat for the Wrights. The shafts were then shipped to Ohio for repairs.

# ELMER STONE: MASTER OF SPEED AND DISTANCE



**FIRST ONES ACROSS** Navy Seaplane NC-4, piloted by Coast Guard Lt. Elmer Stone, arrives in Lisbon Portugal, May 27, 1919. The voyage was the first flight across the Atlantic Ocean.

During the earliest years of powered flight, Elmer Stone stepped forward from the ranks of the Coast Guard to achieve many great things. He was a record-setter, a man who was the first to do things most others could or would not.

Through his skill and courage as an aviation pioneer, Stone pushed forward man's knowledge of flight and made himself a master of speed and distance.

Stone graduated from the Revenue Cutter Service School of Instruction in 1913, and after serving with distinction aboard two cutters, he requested to be assigned to duty as an aviator in 1916. At the time, the Coast Guard, which had been founded only the year before, had no aviation program. Nevertheless, Stone was sent to the Navy's aviation training school.

After graduating in 1917, Stone served aboard the USS Huntington, a convoy escort ship, for most of World War I.

In 1919, Stone made history as the pilot of the Navy seaplane NC-4 during an attempt by the Navy to complete the first trans-Atlantic flight. The Navy's expedition consisted of three Curtiss flying boats: the NC-1, NC-3 and NC-4. They were in direct competition with three teams of British pilots, who were flying from a base in St. Johns, Newfoundland. All were hoping to win a prize of \$50,000, offered by London's Daily Mail, which

would be awarded to the first team to cross the Atlantic by air successfully.

Although the NC-1 and NC-3 did not complete the journey, the NC-4 successfully crossed the Atlantic and landed in Lisbon, Portugal, after 19 days.

Stone, along with his fellow crewmembers, was presented with a barrage of awards and commendations, including the Portugese Order of the Tower and Sword, a British Air Force Cross, a Navy Cross, and a written commendation from then-Assistant Secretary of the Navy Franklin D. Roosevelt.

On March 30, 1920, he was appointed as Coast Guard Aviator No. 1. Then, from November 1920 until 1926, Stone was assigned to duty with the Navy Department's Bureau of Aeronautics.

During this period, he not only served as a test

## A TIMELINE OF COAST GUARD AVIATION



**1903** — The Wright Brothers constructed and flew the world's first power-driven, heavier-than-air vehicle at Kitty Hawk, N.C. Crewmen from the nearby Kill Devil Hills Lifesaving Station helped with the construction and transport of the machine.



**1917** — The first Coast Guard aviators graduated from Pensacola Naval Aviation Training School. Third Lt. Elmer Stone became Coast Guard Aviator #1 and Naval Aviator #38.



**1920** — The first Coast Guard Air Station, operating with six Curtiss HS-2L flying boats borrowed from the Navy, was opened at Morehead City, N.C. The air station was closed after 15 months due to lack of funds.

**1919** — Third Lt. Elmer Stone piloted the first trans-Atlantic flight aboard the Navy's NC-4 Curtiss seaplane. For this feat he received a Congressional Medal. He later established a world speed record for amphibious planes and aided in the development of the catapult and deck landing gear for aircraft carriers.

1900



pilot, but he did a great deal of work in connection with the shipboard catapult system and deck arresting gear for use on the new aircraft carriers Lexington and Saratoga.

While with the Navy, he energetically supported attempts to initiate aviation in the Coast Guard, the first being an air station at Morehead City, N.C., which failed for lack of funds shortly after the war. The second attempt, which was successful, was at Gloucester, Mass., in 1926 under the direction of Cmdr. Carl Von Paulsen.

Stone always maintained his interest in aviation and with Cmdr. Norman Hall and Von Paulsen formed the "triumvirate" that directed the founding of Coast Guard aviation.

By the 1930's, Coast Guard aviation was well under way.

However, Stone was not finished yet. In 1934, he set a world speed record for amphibian planes: 191 mph over a three kilometer test course at Buckroe Beach, Va.

This was to be Stone's last great achievement before his untimely death in 1936.

Even though Stone achieved success in leaping oceans, hurtling through the sky at record speeds and creating innovations in policy and technology, perhaps his greatest achievement was the heritage he has left for today's pilots. Although technology has changed aviation drastically since Stone's days, the spirit of the heroic Coast Guard daredevil, master of speed and distance, remains the same. 🇺🇸



**GEARED FOR SPEED** Stone climbs into the cockpit of Coast Guard Grumman JF-2 V167, in which he broke the world speed record for seaplanes in 1934. He was recently honored as one of the 100 Heroes of Aviation by the First Flight Centennial Commission.



**1925** — The Coast Guard established an Air Unit at Gloucester, Mass., on Ten Pound Island. The Navy donated a UO-1, shown above, for a period of one year for Coast Guard operation. Coast Guardsmen made a battery-powered radio set for the amphibian aircraft. In 1926, the first permanent Coast Guard Air Station was established at Cape May, NJ.

**1932** — Congress authorized funds for the Coast Guard to design aircraft which met the service's needs. Previously, the Coast Guard had used aircraft that had been designed to fulfill the needs of the other military services.

**1938** — Lt. C. B. Olsen became the first Coast Guardsman to be awarded a Distinguished Flying Cross. He was given the award for "heroism in removing Lt. Col. Gullion, U.S. Army, who was stricken with acute appendicitis, from the Army transport 'Republic.'"



**WORLD WAR TWO** — The Coast Guard flew anti-submarine patrols from Iceland to the Gulf of Mexico. Various types of aircraft were used, including early helicopters and the JF4 Widgeon, above.



**1944** — Cmdr. Frank Erickson flew the first rescue flight by helicopter when he piloted a Sikorsky HNS-1, carrying two cases of blood plasma, from New York City to Sandy Hook, N.J., during a violent storm, for the treatment of Navy crewmen from the destroyer USS Turner, which had exploded and burned off New York Harbor.

## 1925

**1943** — The Navy assigns the Coast Guard the overall responsibility for developing rotary-winged aviation for military use.

# Capt. Frank Erickson — the Coast Guard's first helicopter pilot

In 1943, at the height of World War TWO, the Navy tasked the Coast Guard with the development of the helicopter for antisubmarine warfare.

Capt. Frank Erickson spearheaded the research on this newly-designed vehicle.

As the war progressed, the U-boat threat ended, and the Coast Guard shifted the focus of its research to search and rescue.

Erickson developed much of the rescue equipment himself.

He also carried out the first lifesaving flight by helicopter. Following an explosion aboard the USS Turner in 1944, he flew two cases of blood plasma to aid the wounded crew.

Many tests of the helicopter were done on the CGC Cobb, an old passenger ship that had been converted into the world's first helicopter carrier. Erickson made the first landing on its deck in June 1944. 🇺🇸



**WHIRLYBIRD PIONEER** *Left:* Then-Cmdr. Frank Erickson poses in the cockpit of a Sikorsky HNS-1. *Above:* Erickson demonstrates the use of the HNS-1's rescue hoist.

**1951** — President Harry Truman presented the Collier Trophy to the Coast Guard, the Department of Defense and the "helicopter industry" in a joint award, citing "outstanding development and use of rotary-winged aircraft for air rescue operations." Coast Guard commandant Vice Adm. Merlin O'Neill accepted the trophy for the Coast Guard.



**1957** — A P5M Martin seaplane from Coast Guard Air Station San Francisco made an offshore landing at its extreme operating range of 950 miles southwest of San Francisco to remove a seriously ill seaman, who had been transferred from the merchant vessel Kiriibilli to USS George.

**1965** — The Coast Guard evacuated more than 3,000 stranded people through the use of helicopters and small boats, when rain and melting snow in southern Minnesota and northern Iowa caused record floods along the Mississippi and Red Rivers.



1950

1975

# FLYING AT THE BOTTOM OF THE WORLD

Coast Guard pilots are renowned for flying in all kinds of weather, from hurricanes and blizzards to sun-streaked tropical oceans.

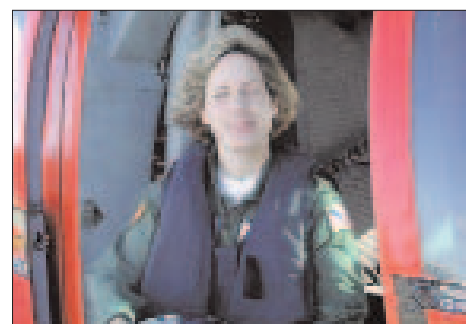
As a standard element aboard Coast Guard polar icebreakers, they have even mastered the skies in one of the most challenging and remote places on Earth: Antarctica.

"The weather there can change in a heartbeat," said Lt. Cmdr. Sidonie Bosin, former two-time officer-in-charge of the CGC Polar Sea's aviation detachment. "Sometimes there

can be white-out conditions, and the horizon just disappears. It's like being in the middle of a ping-pong ball."

Coast Guard polar icebreakers go to Antarctica to open up shipping lanes and to serve as platforms for research scientists. The helicopter's job is to spot patches of thin ice to help the vessel find the path of least resistance.

Until the vessel has finished breaking a path, its helicopter must temporarily base itself at McMurdo



AMTZ ANGIE KIRCHART


**THE PILOT** Lt. Cmdr. Sidonie Bosin was recently honored as one of the 100 Heroes of Aviation by the First Flight Centennial Commission.

Station, Antarctica.

When an icebreaker smashes ice, Bosin said, the whole landing platform jerks irregularly, making it difficult to take off safely.

However, being stationed at McMurdo poses problems of its own. "The whole area there is covered in volcanic sand. Also, the wind is always blowing and the grit gets into everything," said Bosin.

She also said the helicopter's machinery requires special attention in the freezing temperatures. "Engines perform well in the cold weather," said Bosin, "but the rest of the machine needs a little while to wake up.

"If you ever had any thought that mankind could conquer nature, Antarctica will make you think again," she said. 



Rob Rothway

**ON THE SKIDS** A Coast Guard HH-65 "Dolphin" helicopter delivers supplies to the Coast Guard Ice Breaker Polar Star at McMurdo Station, Antarctica.



**1980** — The cruise ship Prinsendam was abandoned some 200 miles off the Coast of Alaska. Over 500 passengers and crew were rescued, most by helicopters flown by the Coast Guard, US Air Force, and Canadian military. This was the most successful rescue of its type and was carried out at the extreme operational range of most of the aircraft involved.



**1984** — As a result of the Coast Guard's program to acquire a new short-range recovery helicopter, the HH-65A Dolphin is introduced.



**2001** — The Coast Guard formed a HITRON unit; sharpshooters aboard helicopters were used in an effort to thwart drug smugglers aboard high-speed "go-fast" boats.



**2003** — The Coast Guard began to explore the use of vertical-launch unmanned aerial vehicles for its Deepwater mission.

**1986** — The Coast Guard's role in the interdiction of smuggling by air is established by the passage of the Anti-Drug Abuse Act of 1986. The legislation increased funding for the Coast Guard and authorized the loan, by the Navy, of two Grumman E2C Hawkeye aircraft. CGAW-1, Coast Guard Airborne Warning Squadron One, was established the following year at Norfolk.

2003

# INTRODUCTION

By PA1 Jacquelyn Zettles, G-IPA

# 2003

From wartime operations to the transition to a new department, this generation of Coast Guard men and women have responded to the challenges of an ever-changing world with dedication and perseverance.

## WATCHDOG

The CGC Bainbridge Island, homeported in Sandy Hook, N.J., stands watch in New York Harbor Aug. 28.



PA3 MIKE LUTZ, PADET NEW YORK

Every generation longs to leave a legacy recorded on the pages of history. There is a yearning in the human spirit to be a part of something greater than oneself and to be remembered for the difficult choices made in the face of adversity.

Today's generation of Coast Guard men and women are unique, as they are the first in the history of the service to witness the change to a new department in the midst of a global war against terrorism. The demands of war as well as those of the service's traditional missions have been great, but the men and women of the Coast Guard have responded with dedication and perseverance.

At the eve of war, the Coast Guard officially became part of the newly-formed Department of Homeland Security. This transition was the most extensive reorganization of the federal government since the establishment of the Department of Defense in 1947. In addition, the Coast Guard was given the responsibility of becoming the lead federal agency for maritime homeland security in the department.

This mission of homeland security was far-reaching as it stretched across the Atlantic Ocean to the

Mediterranean and Persian Gulf. With Operation Iraqi Freedom came the largest deployment of Coast Guard people and equipment to a theatre of war since the Vietnam War. And even as major combat operations have subsided, and the year is coming to a close, some of these assets remain to support the rebuilding of Iraq.

On the home front, Operation Liberty Shield efforts spanned the country. The Coast Guard beefed up security and stood poised to respond to attack. Ports were strengthened and patrols, escorts and security zone enforcement increased across the board.

Through it all, the Coast Guard remained vigilant in all mission areas. The number of lives saved, search and rescue cases conducted, pounds of drugs seized and migrants interdicted reached the thousands. In addition, the Deepwater Program reached a milestone as the 110-foot CGC Matagorda became the first Island Class cutter to undergo significant modernization and capability upgrades. In early February, the Coast Guard was called to assist with a more unusual mission. The space shuttle Columbia broke apart Feb. 1 when re-entering the earth's atmosphere and its debris spanned over miles and miles. The Coast Guard's



National Strike Force was called to assist the Environmental Protection Agency to recover the debris. And throughout the year aids to navigation, law enforcement, and ice breaking also remained on the radar as America's need for safe and transient waterways continued.

Some mission areas received more recognition than others, but it was truly and ultimately the person behind the helm or computer or whatever else that drove the success of the Service's missions. The pages that follow show just a glimpse of those people and the moments that have written the Coast Guard's history for 2003. In these faces, diversified by age, gender, rank, ethnic, religious and socioeconomic backgrounds, are literally the snapshots that unify us in the common goals to support, defend and protect America's maritime interests.

It is this unity that assists in satisfying that part of the human spirit that strives to greatness and defines this Coast Guard generation that, in 2003, has answered America's call for defense and protection in both war and peace.



## WELCOME REUNION

*Above:* BM3 Jamin Saari holds his daughter Madeline for the first time at the airport in Cleveland Sept. 11. Madeline was born while Saari was deployed to Operation Iraqi Freedom.

## UNDER SCRUTINY

*Left:* DC2 John Fox, Coast Guard Law Enforcement Detachment 407, from Miami, embarked on the USS Firebolt, searches one of four men suspected of robbing passing vessels Sept. 29.

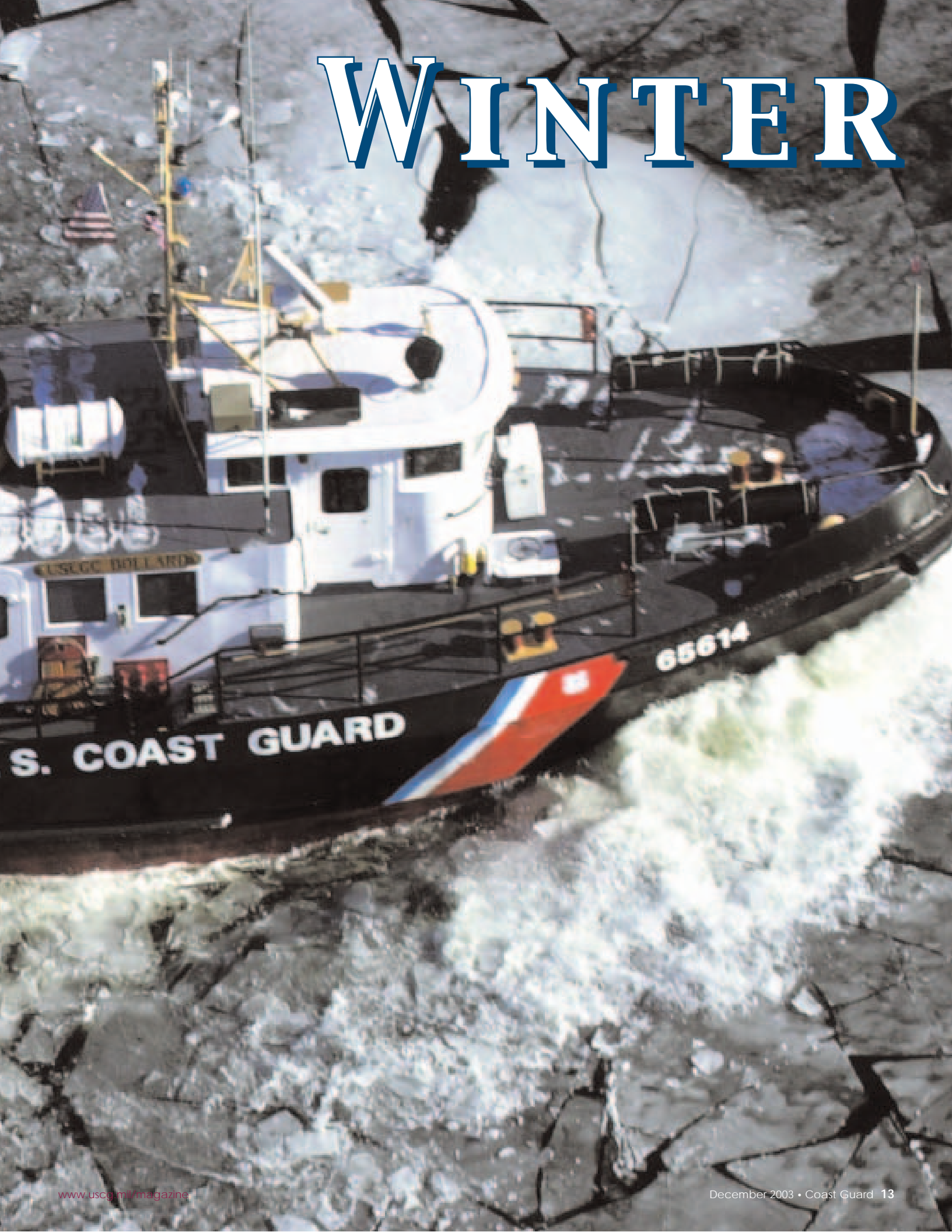


## ICY SITUATION

CGC Bollard, a 65-foot harbor tug homeported in New Haven, Conn., breaks ice in the Connecticut River Jan. 24.

Photo by PA2 Bill Barry,  
PADET Atlantic City, N.J.

# WINTER









## ON THEIR WAY

Members of PSU 311 from Los Angeles board an airplane at March Air Force Reserve Base as they deploy overseas to support the war on terrorism Feb. 17.

PHOTO BY PA3 LOUIS HEBERT, PACAREA

**Jan. 3** — The CGC Boutwell, a 378-foot high endurance cutter, deployed from its homeport of Alameda, Calif., in support of Operation Enduring Freedom.

**Jan. 8** — A Coast Guard C-130 aircrew from Air Station Elizabeth City, N.C., along with the USNS Comfort, rescued a person in the water approximately 80 miles northeast of Bermuda.

**Jan. 14** — A Coast Guard aircrew from Air Station North Bend rescued five fishermen from a 67-foot crab boat that had run aground 1.5 miles north of the Umpqua River jetties in Oregon.

**Jan. 17** — The Coast Guard and local law enforcement agencies provided an increased waterside security presence in San Diego in support of a week's worth of events surrounding Super Bowl XXXVII.

**Jan. 19** — The Coast Guard Captain of the Port of Wilmington, N.C., brought in more than 100 Coast Guard active duty and reserve personnel to provide waterborne and shore-side safety and security of military equipment loading operations in Wilmington and in Morehead City, N.C.





## WAVE RIDING

The Invincible II, one of only four remaining 52-foot motor lifeboats still in service, cruises the rough surf of Cape Disappointment, Wash., Feb. 13. The 52-foot motor lifeboats are built to withstand the most severe conditions at sea and are capable of rescues under the most difficult circumstances.

PHOTO BY PA3 KURT FREDRICKSON, 13TH DIST.

**Jan. 22** — The crew of the Boston-based CGC Seneca seized 91 bales of cocaine valued at \$90 million and six suspected smugglers from a 43-foot go-fast vessel about 400 miles west of Costa Rica after an armed Coast Guard helicopter shot out the vessel's outboard engines. The suspected smugglers were transferred to U.S. authorities for possible prosecution.

**Jan. 24** — Crews from a Coast Guard HC-130 Hercules and two HH-60 Jayhawk helicopters from Air Station Elizabeth City, N.C., rescued 17 crewmen from a disabled cargo ship 180 nautical miles southeast of Elizabeth City. During the rescue, seas reached heights of 30-40 feet, winds reached up to 35-45 knots, and blowing snow and sleet reduced visibility to about one-half mile.

**Jan. 29** — Vice Adm. James Hull, Atlantic Area commander, ordered the deployment of eight, 110-foot Island Class patrol boats and two Port Security Units comprising about 600 Coast Guard men and women in support of Operation Enduring Freedom. Patrol boats receiving orders included: The CGC Wrangell, CGC Adak, CGC Aquidneck, CGC Baranof, CGC Bainbridge Island, CGC Grande Isle, CGC Knight Island, and USCGC Pea Island. The two PSUs deployed were PSU 305 based in Yorktown, Va., and PSU 309 based in Port Clinton, Ohio.





## HIGH-TECH TOY

Lt. Cmdr. Troy Beshears stands beside an unmanned tilt-rotor vehicle at the International Helicopter Association trade show in Dallas Feb. 11. The Coast Guard is exploring the use of such aircraft for aerial reconnaissance.

AP PHOTO

**Jan. 30** — The CGC Mallet, an inland construction tender homeported in Corpus Christi, Texas, celebrated its 40th anniversary.

**Feb. 1** — Coast Guard units along the Gulf Coast assisted in searching for debris possibly related to the tragic loss of the Space Shuttle Columbia. In addition, the Coast Guard alerted mariners along the Gulf coast from Tampa, Fla., to Galveston, Texas., to be on alert and report any sightings of debris.

**Feb. 5** — Missing-in-Action search and recovery teams comprised of mostly Hawaii-based U.S. military and Department of Defense civilian specialists, including personnel from Joint Task Force-Full Accounting and the U.S. Army's Central Identification Laboratory Hawaii, conducted recovery operations at a crash site in Laos believed to be that of a helicopter piloted by Lt. Jack Rittichier, the first Coast Guard combat casualty and only Coast Guard MIA from the Vietnam War.

**Feb. 5** — Crews from rescue planes and helicopters from Coast Guard Air Station Elizabeth City, N.C., a rescue plane from Coast Guard Air Station Cape Cod, Mass., as well as two helicopters from Coast Guard Air Station Atlantic City combined to rescue seven fishermen off the New Jersey Coast.





## THE SEARCH

Two divers working from a Coast Guard boat near Toro, La., splash into the Toledo Bend Reservoir during a search for debris from the Space Shuttle Columbia Feb. 10.

AP PHOTO

**Feb. 5** — The crew of the CGC Rush, a 378-foot high endurance cutter homeported in Honolulu seized three tons of cocaine and detained four men from a "go-fast" boat in the Eastern Pacific Ocean.

**Feb. 10** — A Coast Guard H-60 helicopter crew intercepted a trawler allegedly fishing for groundfish in the Rockfish Conservation Area on the West Coast.

**Feb. 12** — The CGC Diligence, a medium endurance cutter homeported in Wilmington, N.C., returned to its homeport after its crew interdicted two 40-foot high-speed go-fast drug smuggling boats carrying an estimated 10,000 pounds of cocaine in the Eastern Pacific Ocean. The drugs carried an estimated street value of more than \$300 million.

**Feb. 13** — The U.S. Coast Guard and the Mexican Navy conducted a Joint Response Team meeting in Matamoros, Mexico, to address and discuss pollution preparedness to protect the coastal areas of Texas and Tamaulipas, Mexico.

**Feb. 15** — Crews from a Coast Guard HH-65 Dolphin helicopter and C-130 Hercules aircraft from Air Station Barbers Point, Hawaii, a 25-foot Coast Guard Secure-Around-Flotation-Equipped boat from Station Maui, and a helicopter from Maui Fire Rescue assisted in locating eight missing divers seven miles west of Molokini.

## MEMORIAL

AMT2 Brandon Bashem prepares to drop a bouquet of roses over the ocean during a memorial service for the 88 victims of Alaskan Airlines Flight 261 Jan. 31.

The passengers and crew died when the MD-83 jet plunged into the ocean near Port Hueneme, Calif., in January 2000.

USCG PHOTO

**Feb. 21** — The Coast Guard secured the Arthur Kill, notified local response agencies, and diverted vessels and aircraft to a fuel barge explosion at the Exxon-Mobil petroleum storage facility on Staten Island, N.Y. The CGC Hawser and CGC Hammerhead, and two Coast Guard rescue helicopters, were immediately diverted from patrols to assist in the response. Coast Guard rescue boats from Stations Sandy Hook, N.J., and New York also assisted.

**Feb. 24** — A rescue crew aboard a 47-foot motor life-boat from Coast Guard Station Channel Islands punched through seven-foot seas, 30 mph winds and pouring rain to rescue two men whose 25-foot sailing vessel lost power and was unable to make way off the coast of Santa Barbara, Calif.

**Feb. 26** — The CGC Dallas, a 378-foot high endurance cutter homeported in Charleston, S.C., was ordered to deploy overseas to support Operation Enduring Freedom.







# SPOTLIGHT

A crowd of more than 1,500, including Coast Guard personnel and dignitaries, was on hand for a ceremony signaling the transition of the Coast Guard from the Department of Transportation to the newly-formed Department of Homeland Security Feb. 25 in Washington, D.C.

The event, held in the D.C. Armory, featured a Change of Watch Observance, in which Homeland Security Secretary Tom Ridge symbolically relieved Transportation Secretary Norman Mineta as the Coast Guard service secretary.

The ceremony also provided an opportunity for the Coast Guard to honor and thank Mineta and his wife for the extraordinary leadership and support they provided the Coast Guard, its personnel and their families.

The impetus for this ceremony was the Homeland Security Act of 2002, signed into law by President Bush Nov. 25 of that year. This act established the new Department of Homeland Security, which incorporated the Coast Guard and 21 other agencies.

Most affected agencies officially transferred into the new department March 1. This transfer to the Department of Homeland Security marked an end to 36 years of Coast Guard service as part of the Department of Transportation.

During his remarks, Secretary Ridge welcomed the Coast Guard to DHS, recognizing the service as a unique military and maritime mission organization that will be a cornerstone for the new department.

He went on to say that the Coast Guard's "fundamental responsibilities in preparedness, protection, response, and recovery, cut across all facets of the department's mission."

He also noted that the Coast Guard would contribute most effectively to the president's national homeland defense and security strategy. Mineta followed Ridge by thanking the men and women of the Coast Guard for their fine work during his tenure as service secretary.

Coast Guard Commandant Adm. Thomas H. Collins thanked Mineta and awarded him a distinguished public service award and an honorary commission as a Coast Guard officer.

"I will not let the opportunity pass to stress the fact that we have been so well positioned to make this historic transition today because of the leadership of Secretary Mineta," said Collins.

Collins added that Mineta and his leadership team have championed the Coast Guard's cause at every

# Lead change

The Coast Guard makes an historic transition from the Department of Transportation to the newly-formed Department of Homeland Security



PAC HARRY CHASE III / G-IPA

turn and made every effort to position the service for success. The event culminated with Mineta and Ridge simultaneously placing their hands on the Coast Guard ensign. This symbolized the transfer of the title of Coast Guard secretary to Ridge.

Several senior officials from both departments, members of Congress, and several former secretaries of transportation and Coast Guard commandants attended the ceremony. Coast Guard units participated in the ceremony including the Coast Guard Band, the Coast Guard Honor Guard and Silent Drill Team, a platoon of Coast Guard Academy cadets, and an honor platoon from Coast Guard Headquarters Support Command.

Additionally, Activities Baltimore provided two boats, and Air Station Atlantic City, N.J., provided an HH-65 helicopter for display.

Story compiled by G-IPA



AP

**HISTORY IN THE MAKING** *Left:* Adm. Collins shakes hands with Mineta during the Change of Watch Ceremony Feb. 25. *Top:* Ridge and Mineta hold the Coast Guard Ensign. *Right:* Collins assists Mineta with a Coast Guard flight jacket, which was presented during the ceremony. *Bottom:* Ridge renders honors during the Change of Watch Ceremony.



PAC HARRY CRAFT III, G-IPA



AP

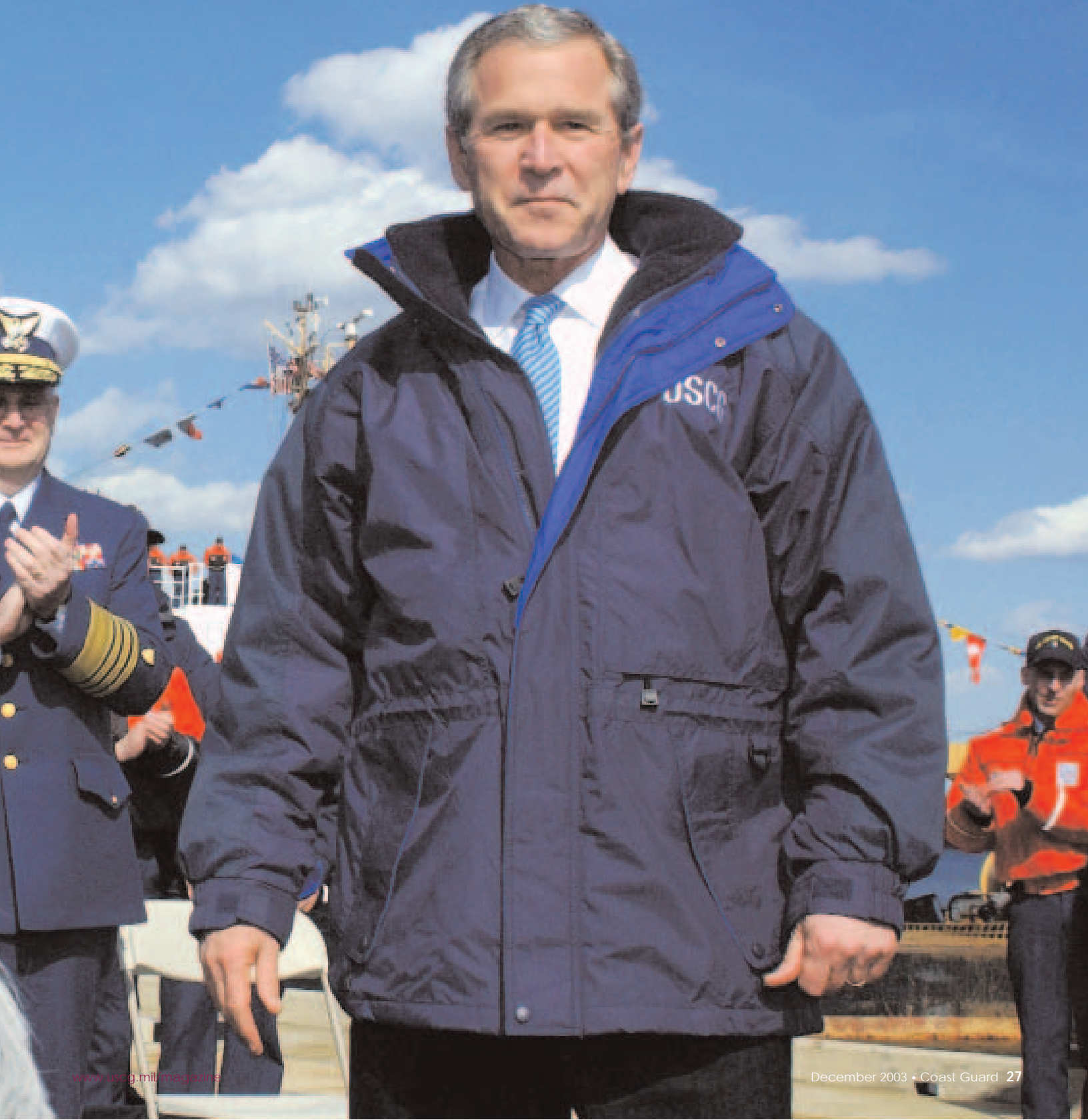


### STANDING OVATION

President George W. Bush is given a rousing welcome from Coast Guard members at the Port of Philadelphia March 31. Bush praised the Service's men and women and announced the addition of up to 700 new boats for patrolling harbors and waterways.

Photo by Telfair Brown Sr., G-IPA

# SPRING







## HANDS ON

The deck department lays hands on an Iraqi buoy after working all day aboard the CGC Walnut, homeported in Honolulu, April 19. The crew of the Walnut replaced buoys in the Khawr Abd Allah waterway to ensure safe transit for vessels sailing to the port of Umm Kusr including vessels bringing humanitarian aid to the people of Iraq.

PHOTO BY PA1 TOM SPERDUTO,  
PADET NEW YORK

**March 4** — An alert from the new ice-detecting radar in Prince William Sound in Anchorage, Alaska, prompted the Coast Guard to temporarily close the sound to shipping traffic. It was the first time since its inception in November 2002 that the new radar screen located at the Coast Guard's Vessel Traffic System center in Valdez showed a heavy concentration of ice in the shipping lanes and alerted personnel to the dangerous situation.

**March 7** — An aircrew from Air Station Corpus Christi, Texas, rescued a drowning dog 150 yards off the Corpus Christi seawall. The black Labrador Retriever was barely keeping itself afloat, its snout was 1 inch above the water. As the helicopter crew was about to deploy the rescue swimmer, the Lab's snout dipped below the water. Seeing this, the swimmer leapt from the helicopter and swam about 10 feet to rescue the unconscious canine. Once the Lab was brought aboard the helicopter, the flight mechanic began using a breathing bag to clear the water from the dog's lungs and then began "mouth-to-snout" resuscitation until the lucky Lab finally began to show signs of life.







## GRIP AND GRIN

GM3 Martin Schuler, bottom, and MST3 Don Warden of the Maritime Safety and Security Team from Galveston, Texas, demonstrate a technique for disabling a subject during a class held in Memphis, Tenn., April 3.

AP PHOTO

**March 8** — An aircrew aboard an HH-60 Jayhawk helicopter from Air Station Kodiak rescued seven hikers overdue from a trip to Grewingk Glacier on the Kenai Peninsula.

**March 16** — An aircrew aboard a Falcon jet from Coast Guard Air Station Cape Cod transported an infant suffering from advanced cardiac disease from Vermont to a children's hospital in Massachusetts.

**March 18** — The first Coast Guard explosion-detection canine units began conducting shipboard search and helicopter deployment training in Mobile, Ala., as part of the Coast Guard's role in homeland security.

**March 21** — The crew of the CGC Adak, a 110-foot patrol boat homeported in Highlands, N.J., captured three Iraqi sailors after they jumped overboard from their boat moments before it was attacked by coalition forces in the Persian Gulf.

**March 22** — Members of Coast Guard Port Security Units 311 and 313 relieved U.S. Marines of responsibility for security on two gas and oil platforms in the northern Persian Gulf.



## ALL SECURE

BM2 Glen Brannon of PSU 313 from Tacoma, Wash., stands guard at the Mina al Bakr oil terminal March 24. Coast Guard Port Security Units are maintaining security on oil terminals in the Persian Gulf.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK

## CAPITAL PROTECTION

A 25-foot Defender Class small boat from Boat Forces D.C. conducts a homeland security patrol on the Potomac River in Washington, D.C., April 16.

PHOTO PA1 ZACH ZUBRICKI, COAST GUARD YARD





## WATCHFUL EYES

Seaman Katie Palmer looks for vessels during a General Quarters emergency aboard the CGC Boutwell March 25. The Boutwell, homeported in Alameda, Calif., was in the Middle East in support of Operation Iraqi Freedom.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK

## SEA GUARDIAN

A helicopter from Air Station Houston takes a closer look at an inbound ship near the Houston Ship Channel March 4. Port security overflights have become normal operations for the air station since Sept. 11, 2001.

PHOTO BY MARK SOWA, NASA







## ON THE RUN

MK3 Billy Owens from the Coast Guard Special Missions Training Center tries to outrun students while practicing escorting procedures and high speed boat tactics at the Transportable Port Security Boat Course held at Camp Lejeune, N.C., March 5.

PHOTO BY PA3 ZACHARY A. CRAWFORD, SMTTC

**March 28** — Crews from the CGC Wrangell, a 110-foot patrol boat homeported in Portland, Maine, and an HH-65 Dolphin helicopter from Air Station Honolulu, escorted the first waterborne humanitarian aid shipment into the port of Umm Qasr in the Persian Gulf while members of PSU 311 from San Pedro, Calif., assisted other coalition forces in protecting the harbor.

**April 4** — Law Enforcement Detachment 205, homeported in Yorktown, Va., and embarked aboard the USS Chinook, located and secured a large Iraqi military equipment and weapons cache hidden in coastal caves in southern Iraq. Among the weapons found were small arms, grenades, rocket launchers, missiles, explosive devices, gas masks, uniforms and ammunition.

**April 16** — The crew of the CGC Walnut, homeported in Honolulu, positioned buoys throughout the Kwahr 'Abd Allah Waterway that leads to the Iraqi port of Umm Qasr in order to provide for safer shipping in the region.

**April 19** — The CGC Polar Sea returned to its homeport of Seattle after a more than five-month, 21,000 nautical mile, Antarctic Operation Deep Freeze 2003 deployment.

## FIRED UP

GM2 Mark Jackson from Mobile Security Unit-3, engages opposing forces with his M60 machine gun during a night operations exercise as part of the Transportable Port Security Boat Course hosted by the Coast Guard's Special Missions Training Center at Camp Lejeune, N.C., March 5.

PHOTO BY PA3 ZACHARY A. CRAWFORD, SMTC

**May 6** — The Coast Guard launched a new recruiting campaign highlighting the Coast Guard as “The Shield of Freedom.” The new campaign, the first change since 1996, will help the service meet recruiting challenges as it grows by approximately 1400 active duty and 1000 reserve personnel.

**May 10** — The crew of the CGC Harriet Lane, a 270-foot medium endurance cutter homeported in Portsmouth, Va., seized 4,600 pounds of cocaine after it intercepted and boarded a U.S.-bound, 45-foot “go-fast” boat in the Yucatan Peninsula.

**May 19** — The Coast Guard’s Helicopter Interdiction Tactical Squadron, America’s first, and only, airborne law enforcement unit trained and authorized to employ airborne use of force, was formally commissioned in Jacksonville, Fla. HITRON Jacksonville helicopters will be used for specialized security missions in the nation’s ports and waterways.

**May 29** — A Coast Guard helicopter crew from Air Station Elizabeth City, N.C., rescued a man from his 65-foot fishing trawler after it was consumed by flames about 10 miles northeast of Kitty Hawk, N.C.







# SPOTLIGHT

“We know that liberty must be defended by every generation. Today in the Middle East, and on other fronts in the war on terror, this generation of Americans is fighting bravely in the cause of freedom. And that includes the good people of the United States Coast Guard ...

“In Operation Iraqi Freedom, our Coast Guard is playing a critical role. We have sent many Coast Guard cutters and over a thousand of our finest active duty and reserve members to the Persian Gulf and surrounding waters. Coast Guard personnel are protecting key ports and Iraqi oil platforms. They’re detaining prisoners of war. Members of the Coast Guard are performing their duties with bravery and excellence, and America appreciates your fine service.”

With those words during a visit to the Port of Philadelphia March 31, President George W. Bush thanked the Coast Guard for its role as part of coalition forces fighting to disarm a dangerous regime and to liberate an

# A Mighty Force

The Coast Guard joins coalition forces in fighting to disarm a dangerous regime and liberate an oppressed people as part of Operation Iraqi Freedom.



PAT JOHN GAFFNEY

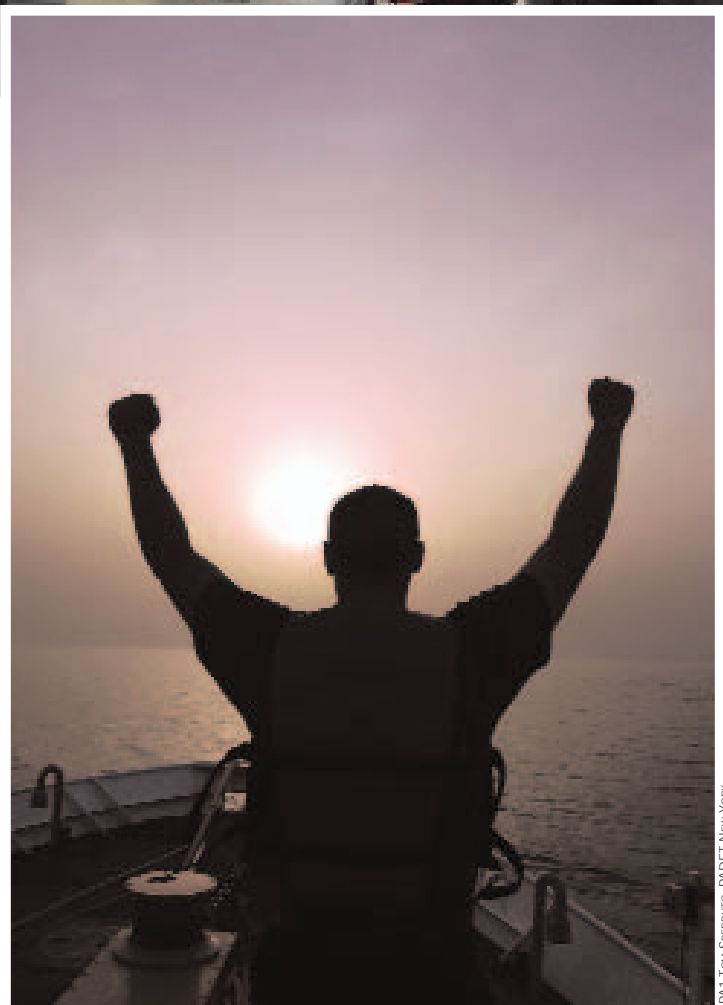
**ARMED AND READY** Top: Seaman Apprentice Brian Willkow raises the colors aboard the CGC Grand Isle, which was one of four 110-foot patrol boats deployed to the Mediterranean in support of Operation Enduring Freedom March 31. Bottom: BM2 Brett Christenson of the CGC Boutwell, homeported in Alameda, Calif., waits for a boarding team to complete an inspection aboard a tanker ship.



PAT TON SPERDUTO, PADET NEW YORK



PA1 TOM SPERUTO, PADET NEW YORK



PA1 TOM SPERUTO, PADET NEW YORK

oppressed people.

Coast Guard assets were fully involved in Operation Iraqi Freedom, which ended the regime of Saddam Hussein, and is aimed at eliminating Iraq's weapons of mass destruction and capturing or driving out terrorists sheltered in Iraq.

"The men and women of our Coast Guard are showing once again that you are 'always ready,'" said Bush.

"You shield your fellow Americans from the danger of this world, and America is grateful... In this time of war, the Coast Guard's service in America's waters is more important than ever."

Story compiled by G-IPA

**FREEDOM'S GUARDS** *Top:* The boarding team "Swordfish" off of the CGC Boutwell, homeported in Alameda, Calif., heads to another boarding after completing one aboard the Pantanassa, a tanker from the Marshall Islands enroute to Iran from Kuwait March 23. Coast Guard boarding teams searched vessels for weapons, terrorists and Iraqi military personnel. *Right:* Seaman Apprentice Brett Davidson celebrates aboard the CGC Adak, a 110-foot patrol boat homeported in Sandy Hook, N.J., in the North Arabian Gulf off the coast of Iraq April 10.



### **JOB WELL DONE**

DC2 Ralph Brooks, left, and BM2 Pete Rossi share a light moment as the rigid hull inflatable boat of the CGC Adak returns to the ship following a boarding in the Arabian Gulf July 3. Photo by PA1 John Gaffney, 7th Dist.

# SUMMER







## LEARNING THE ROPES

The Maritime Safety and Security Team 91103, Los Angeles, visited a local elementary school and gave 4th, 5th and 6th grade classes a hands-on demonstration of Coast Guard equipment June 4. One of the demonstrations included how bomb-locating dogs are trained. After a short presentation by Lt. Cmdr. Keith Smith, commanding officer of MSST 91103, the students visited different demonstration stations, which included a heaving-line toss.

Photo by PA3 Louis Hebert,  
PADET San Pedro

**June 2** — A man missing overnight was found after a passing boater notified the Coast Guard 22 miles south-east of Galveston, Texas. Lewis Ray Moran was found safe in his boat at 1 p.m. nearly 12 miles northeast from where he had tied off Sunday night while awaiting help after engine trouble. The CGC Manta towed the vessel into the Galveston Yacht Basin.

**June 7** — The 270-foot CGC Harriet Lane returned to its homeport of Portsmouth, Va. after a 61-day patrol in support of maritime homeland security, counter-drug operations and alien migrant interdiction in the Florida Straits and Caribbean Sea. Their operations included netting more two tons of cocaine worth more than \$8 million and intercepting about 60 Cuban nationals.

**June 11** — Department of Homeland Security Secretary Tom Ridge welcomed back Coast Guard Patrol Forces Mediterranean in a ceremony in Norfolk, Va. The crews of the CGC Dallas and four 110-foot patrol boats, two Coast Guard law enforcement detachments, and 45 support and Port Security personnel were greeted by Secretary Ridge, Coast Guard Commandant Adm. Thomas H. Collins, and Atlantic Area Commander Vice Adm. James Hull.







## HEADS UP

Coast Guard auxiliarist Nelson Lampert guides a hoist basket during training with a helicopter from Air Station Barbers Point in Honolulu as fellow auxiliarists Richard Hughes and Robert Keller keep an eye out for safety concerns June 23.

Photo by PA2 David Mosley, 14th Dist.

**June 14** — The Coast Guard responded to a capsized charter vessel that left 19 people in the water near Tillamook Bay, Ore. Coast Guard Station Tillamook Bay received an Electronic Indicating Positioning Radio Beacon from the 32-foot charter vessel Taki Too at 7:25 a.m. The crews from two 47-foot motor lifeboats responded along with two HH-60 helicopters from Coast Guard Air Station Astoria, Ore., and an HH-65A from Coast Guard Air Facility Newport, Ore. Eighteen people were recovered and were taken to Tillamook County General Hospital, Ore.

**June 29** — A Coast Guard Auxiliary rescue boat crew responded and saved a stricken fishing vessel and its crew at 3:40 a.m. Sunday near Point Retreat, Alaska. Mike and Noreen Folkerts, two local Coast Guard auxiliarists, responded aboard their vessel from Auke Bay at 2 a.m. to assist the vessel Naomi Marie after the fishing boat became disabled and began drifting.

**July 11** — They've rescued sailors lost in perilous seas, busted drug runners and mustered forces to respond to countless disasters. They are the Seebalds – eight brothers and sisters who have all served in the Coast Guard for, at present count, more than 120 years of combined service. Three of the four Seebalds still in the Coast Guard retired together in a ceremony in Chicago today.

## GONE FISHING

A CGC Alert boarding team conducts a safety inspection on the 46-foot fishing vessel *Crystal Marie* in the Pacific Ocean 135-miles west off the Oregon coast Aug. 5. The Alert took the fishing vessel in tow after it became disabled.

Photo by PA3 Kurt Fredrickson, 13th Dist.

**June 21** — A Coast Guard crewman from Air Station Sitka is the Navy League's 2003 Douglas A. Munro award winner. FSC Shannon Davis was honored during an award ceremony at the organization's annual convention in Honolulu today. The Munro Award is presented annually to the Coast Guard enlisted member who best personifies the high professional competency standards, unwavering devotion to duty, and inspirational leadership associated with this prestigious award. Davis was selected for extraordinary leadership and professional competence while serving as the food services officer at the air station.

**July 14** — The CGC *Boutwell* returned home from the Persian Gulf to Coast Guard Island. *Boutwell* departed Alameda, Calif., with the USS *Constellation* Battle Group Jan. 3 in support of Operation Enduring Freedom, Operation Iraqi Freedom and the Global War on Terrorism.

**July 15** — The Coast Guard rescued two men from Houma, La. after heavy weather caused by Hurricane Claudette sank their boat about five miles off the Sabine Pass Jetties in Sabine, Texas. The crew made a radio distress call to the Coast Guard at about 5:45 a.m., and at the same time, the Sabine Sheriff's Department reported flares sighted in the same vicinity. A Coast Guard Air Station Houston aircrew rescued the fishermen at about 8 a.m. The two men were flown to Saint Mary's Hospital in Beaumont, Texas, with no apparent injuries.









## BIG MEETING

(From left to right) Coast Guard civilian employees Wanda Wilson, Debra Murry and Alfreda McKinney, discuss which workshops they will attend next at the week-long annual Blacks in Government conference in Denver Aug. 25.

PHOTO BY TELFAIR BROWN, G-IPA-1

**July 25** — The Coast Guard escorted a liquefied natural gas shipment into Dominion's Resources Inc. natural gas facility in Lusby, Md.; the first vessel to unload the product at the facility in 23 years. A 500-yard security zone was established around the Cove Point facility and the LNG ship, the Norman Lady. The Coast Guard worked closely with Cove Point during the last three years to prepare the facility for the initial delivery and will continue this relationship to ensure the safe and secure shipping and offloading of LNG as long as the facility is operational.

**Aug. 5** — The CGC Morgenthau returned home to Coast Guard Island in Alameda, Calif. after completing a 60-day patrol in the eastern Pacific. The 378-foot high-endurance cutter left in June to perform counter-drug and homeland security patrols. During the patrol the crew seized approximately 3,684 pounds of cocaine, and detained four men from a "go-fast" boat June 29.

**Aug. 5** — Secretary of Homeland Security Tom Ridge honored Lt. Holly Harrison at a ceremony in Washington, D.C., for her actions during Operation Iraqi Freedom. Harrison earned the award while serving as the commanding officer of the CGC Aquidneck, a 110-foot patrol boat normally stationed in North Carolina. Aquidneck represented the first line of defense for Coalition Naval Forces providing protection for mine hunters in the waters of Iraq. She is the first female Bronze Star recipient in the Coast Guard.





## MARCHING BAND

The Coast Guard Pipe Band passes the reviewing stand on Washington Street during the annual Coast Guard Festival Grand Parade in Grand Haven, Mich. Aug. 2.

AP Photo/Grand Haven Tribune,  
H. Andrew Loree

**Aug. 6** — Coast Guard law enforcement personnel from the CGC *Stingray* seized more than 11,000 pounds of illegally caught fish and terminated the voyage of the fishing vessel *Red Fin 110* nautical miles south of Mobile, Ala., in the Gulf of Mexico.

**Aug. 9** — A crew from Coast Guard Air Station Detroit medevaced a 33-year-old male from the 680-foot laker *Adam E. Cornelius*. Yusaf Omar fell and broke his ribs while aboard the cargo ship. He requested to be medevaced when he began having trouble breathing and his pulse increased. After the helicopter arrived on scene, a rescue swimmer was lowered and Omar was hoisted. He was then transferred to Bay City Medical Center where he was listed in stable condition.

**Aug. 13** — A Coast Guard Law Enforcement Boarding Team from Station Grays Harbor assisted in the Westport Police Department's seizure and arrest of a working methamphetamine laboratory on a fishing vessel and its crew. A Coast Guard team operating from a 47-foot motor lifeboat boarded the fishing vessel *NU-C* at 9:30 p.m. while the vessel was operating outside the jetty at Grays Harbor, Wash.. The Coast Guard team found numerous violations to include discovery of products used for drug distribution, large amounts of drug paraphernalia, marijuana and methamphetamine.

# SPOTLIGHT

For more than 213 years, the Coast Guard has served the nation as one of the five armed forces. Throughout its distinguished history, the Coast Guard has held a unique relationship with the Navy. By statute, the Coast Guard is an armed force, operating in the joint arena at any time and functioning as a specialized service under the Navy in time of war or when directed by the president. It also has command responsibilities for the U.S. Maritime Defense Zone, countering potential threats to American's coasts, ports and inland waterways through numerous port-security, harbor-defense, and coastal-warfare operations and exercises.

Today, U.S. national security interests can no longer be defined solely in terms of direct military threats to America and its allies. With the terrorist attacks on September 11, 2001, the United States has fully realized the threat faced on the home front. The Coast Guard has assumed one of the lead roles in responding to these unscrupulous attacks upon our nation by providing homeland security in our nation's harbors, ports and along our coastlines.

In the immediate days after the destruction of the World Trade Centers and Pentagon, more than 2,600 reservists were recalled to provide operational and administrative support.

The Coast Guard is a vital component of the U.S. military forces during times of war and conflict. Due to our multi-mission character and capabilities, as well as our unique abilities in port, coastal and environmental security, the Coast Guard served in numerous roles during Operation Iraqi Freedom.

It participated in maritime interception operations and coastal security patrols along with U. S. Navy and coalition naval forces, enforcing U.N. sanctions prior to hostilities and preventing the movement of Iraqi military forces or equipment following the commencement of hostilities.

At the height of operations, there were 1,250 Coast Guard personnel deployed, including about 500 reservists. This included two large cutters, a buoy tender, eight patrol boats, four port security units, law enforcement detachments and support staff to the Central and European Command theaters of operation.

G-IPA-1

# Home sweet home

Coast Guardsmen returned to the United States during the summer of 2003 after extended deployments overseas in support of Operation Iraqi Freedom.



PAT1 KIMBERLY SMITH, LANT AREA



PA3 DONNIE BRZUSKA, LANT AREA





PACS BRUCE PIVENTAL, 1117, DIST.

## SAN FRANCISCO WELCOME

*Above:* The CGC Boutwell returns home to Alameda, Calif., July 14 to fanfare and a water display from an Oakland and San Francisco fire boat. The Boutwell left Alameda Jan. 3 in support of U.S. operations in the Persian Gulf and Operation Iraqi Freedom.

## OPEN ARMS

*Right:* Lt. Brett Linden of Port Security Unit 311 takes a moment to embrace a loved one June 17. PSU 311 was deployed in support of Operation Iraqi Freedom.

## WAVES OF APPRECIATION

*Top left:* Flag waving and ecstatic cheers greet the arrival of the CGC Pea Island as the cutter arrived in Norfolk, Va. June 11, after supporting Operations Enduring Freedom and Iraqi Freedom. The Dallas escorted the 110-foot cutters for their first trans-Atlantic crossing returning from overseas operations.

## FLOWERS AND HUGS

*Left:* CWO George Fulenwider from the CGC Dallas hugs his family June 14 after a four-month deployment in the Mediterranean Sea in support of Operation Iraqi Freedom.

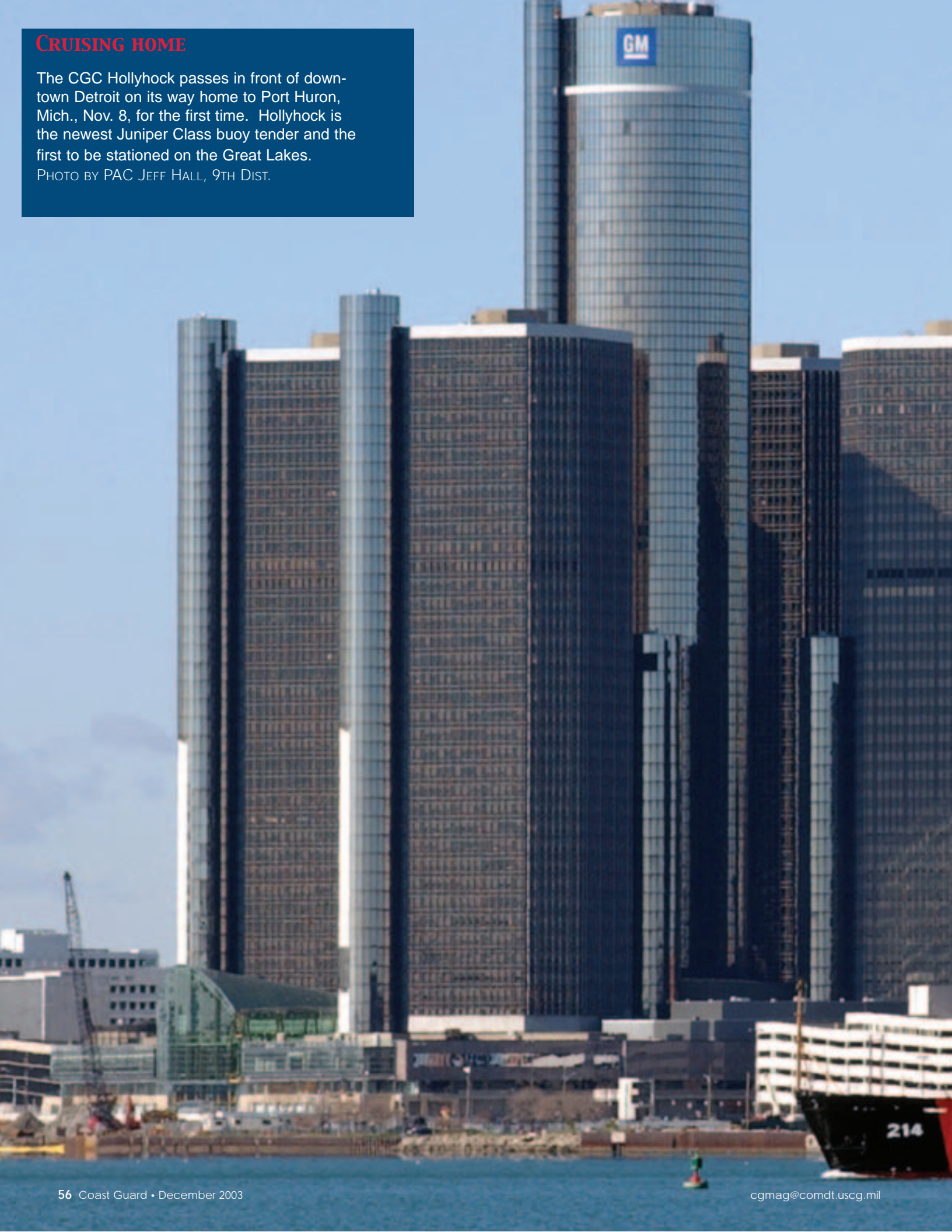


PA3 LOUIS HEBERT, PADET SAN PEDRO

## CRUISING HOME

The CGC Hollyhock passes in front of downtown Detroit on its way home to Port Huron, Mich., Nov. 8, for the first time. Hollyhock is the newest Juniper Class buoy tender and the first to be stationed on the Great Lakes.

PHOTO BY PAC JEFF HALL, 9TH DIST.



# FALL



By the dawn's early light, it's...  
*Still gallantly streaming.*

C

The following is a transcript of the ceremony held at the Coast Guard Academy in Groton, Connecticut, on the morning of the 100th anniversary of the sinking of the USS S.S. Cyclops. The ceremony was held at the Academy's main building, which was the site of the ship's final voyage. The ship was launched in 1903 and served the Coast Guard for 100 years before being decommissioned in 2003. The ship was the last of its kind, a wooden-hulled cutter, and was the only one of its kind to be built in the United States. The ship was the last of its kind, a wooden-hulled cutter, and was the only one of its kind to be built in the United States.





## IN REMEMBRANCE

Retired Coast Guard Capt. Ed Bryant, salutes during a Veteran's Day gathering at the War Memorial in Ispwich, Mass., Nov. 11. A flag from a D-Day landing craft on Omaha Beach in 1944 was displayed during the ceremony.

AP PHOTO BY CHARLES KRUPA

**Sept. 18** One hundred twenty-four Ecuadorean migrants were rescued by the Seattle-based Coast Guard Cutter Mellon 207 miles off the coast of Guatemala Sept. 18, after their overcrowded vessel's engine malfunctioned and the crew abandoned them.

**Sept. 25** The Cleveland-based CGC Neah Bay returned home after a three-month deployment to Boston and New York harbors. During its deployment, the crew of the Neah Bay escorted high-interest vessels such as liquefied natural gas carriers and served as harbor commander, controlling Coast Guard safety and security operations in New York and Boston.

**Sept. 29** A joint effort by various Homeland Security and Navy units, working for Joint Interagency Task Force South, resulted in multiple seizures of more than 13,000 pounds of illegal drugs that were turned over to Immigration and Customs Enforcement in Jacksonville, Fla. Coast Guard Law Enforcement Detachments 101, 104 and 106, based in San Diego, Calif., worked with the USS Rentz and the USS Stump crewmembers to seize the drugs and 13 suspected smugglers in three different cases in the eastern Pacific Ocean.





## IRAQI WATERS

A patrol boat squad from Coast Guard Port Security Unit 308 patrols the harbor at the port of Ash Shuaybah, Kuwait, Sept. 21. PSU 308, from Gulfport, Miss., is responsible for maintaining security for this major port of arrival of military supplies as well as Kuwaiti and Iraqi commerce. The unit works for Naval Coastal Warfare Squadron 30, commanded by Capt. Mark Zecca, the first Coast Guard officer to command a Navy squadron.

PHOTO BY PA3 KYLE NIEMI,  
U.S. FORCES SOUTHEAST ASIA

**Oct. 1** Coast Guard Law Enforcement Detachment 407, homeported in Opa Locka, Fla., helped apprehend four suspected bandits in the North Arabian Gulf after they allegedly robbed several small vessels containing cargo.

**Oct. 6** . The CGC Vashon has repatriated 22 Dominican Republic migrants to La Romana, Dominican Republic, since Oct. 4. The migrants were from three different voyages detected and intercepted by homeland security agencies.

**Oct. 11** . An air crew from Air Station Astoria, Ore., hoisted a 73-year-old woman from a pleasure craft after she suffered neck, back and leg injuries when the vessel ran aground.

**Oct. 15** . A helicopter crew from Air Station Savannah, Ga., rescued two Marine Corps pilots after two F-18 Hornet fighter jets went down in the Atlantic Ocean 40 miles east of Hilton Head, S.C.

## EASY DOES IT

A small boat crew returns to the CGC Tern Sept. 1, after patrolling the waters of San Francisco Bay.

PHOTO PA2 BARRY LANE, PACAREA







## OPEN FIRE

Crewmembers from the CGC Anacapa, homeported in Petersburg, Ala., battle a simulated fire at the fire fighter training school here Sept. 17. The school helps prepare crewmembers fight shipboard fires.

PHOTO PA3 RUSS TIPPETS, 17TH DIST.





## SAY, 'CHEESE!'

The Coast Guard Academy cadet dance team pose for a picture during the Academy's Homecoming game in New London, Conn., Oct. 4. Norwich University beat the Coast Guard Academy 34-7.

PHOTO BY PA1 SARAH FOSTER-SNELL,  
CG ACADEMY PUBLIC AFFAIRS

**Oct. 19** The crew of the CGC Resolute stopped a group of 36 migrants 38 miles northwest of Borinquen, Puerto Rico, on a 25-foot vessel. The migrants were transferred to the Dominican Republic naval vessel Sirius Monday morning at Isla de Saona, Dominican Republic.

**Oct. 20** . Coast Guard crews from Venice, La., rescued three fishermen from their burning vessel 10 nautical miles northeast of Venice at 2 p.m. Timmy Po, of Biloxi, Miss., and two of his crewmen, were rescued when their 70-foot shrimping vessel, St. Martin II, homeported in Biloxi, caught fire at 1 p.m. When the Coast Guard boatcrew arrived on scene, they found the crew hanging onto the vessel's outriggers. The fishermen then jumped into the water and were rescued by the boatcrew. All three fishermen were transported to the station with no apparent injuries, said Eddie.

**Oct. 25** A Coast Guard helicopter crew from Air Station Savannah rescued two boaters after they were forced to jump into the water when their vessel caught fire seven miles southeast of Tybee Island, Ga. Rescue coordinators from Coast Guard Group Charleston, S.C., diverted the helicopter crew, which was returning from a previous missions in Charleston and also launched a small boat from Station Tybee, Ga., to respond to the vessel fire.





## GRAND OPENING

Coast Guard Commandant Adm. Thomas H. Collins, PS3 Mitchakima Banks and Seaman Javid Brown cut the ribbon on the front door of the Coast Guard's newest recruiting office in Brooklyn in a ceremony held at the facility Oct. 30. In fiscal year 2003 recruiting exceeded their mission by 13; 4,475 were recruited in total.

PHOTO BY PA1 DAN TREMPER,  
COAST GUARD RECRUITING CENTER

**Nov. 1** A joint British navy and U.S. Coast Guard team stopped more than 2,000 pounds of cocaine from being smuggled through the Caribbean. The HMS Manchester, a British naval vessel with an embarked U.S. Coast Guard law enforcement detachment was notified of the suspect "go-fast" vessel and was diverted to intercept it. During the pursuit the smugglers ejected their contraband overboard and the Manchester handed off the pursuit to a second British warship, HMS Wave Knight, while they recovered 42 bales of cocaine from the water. The Wave Knight was unable to stop the smugglers. The pursuit was coordinated by the Coast Guard Greater Antilles Section from San Juan, Puerto Rico.

**Nov. 2** The CGC Dallas, homeported in Charleston S.C., seized more than 4,000 pounds of cocaine from a go-fast smuggling vessel in the Central Caribbean, racking up their second successful drug interdiction in the last 10 days.

**Nov. 11** The Coast Guard, FBI, the energy company ConocoPhillips, and state and local agencies from New Jersey, Pennsylvania and Delaware jointly participated in a national-level terrorism-related oil spill preparedness exercise in the port of Philadelphia. The two-day exercise focused on roles, responsibilities and interactions between the agencies involved.

# SPOTLIGHT

On June 9, 1968 Coast Guard Lt. Jack Columbus Rittichier and his three Air Force crewmembers were attempting to recover a downed Marine Corps pilot in the jungle of Laos during the Vietnam War. The HH-3E helicopter they were flying, the Jolly Green Giant, was shot down by enemy ground fire and the entire crew was killed. Rittichier became the first of six other Coast Guardsmen killed in action in Southeast Asia. But, for 34 years, his were the only remains that had not been recovered.

Finally, in November 2002 investigative teams from Joint Task Force Full Accounting at Camp H.M. Smith, Hawaii, began searching for the remains of Rittichier and his crew. Their search proved successful and in January 2003 joint recovery operations began, followed by an identification process.

Just months later, on Oct. 6, a casket carrying Rittichier's remains was flown to Andrews Air Force

# Hero's Return

The remains of Lt. Jack Columbus Rittichier, the only unrecovered Coast Guardsmen from the Vietnam War, finally came home after 35 years.

Base, Md. From there the Coast Guard Honor Guard escorted the casket to Arlington National Cemetery in Virginia, where funeral services were held to honor Rittichier.

During the eulogy, Coast Guard Commandant Adm. Thomas H. Collins said, "If we define the character of a man by his actions, Lt. Rittichier's conduct, under duress, endures as the quintessence of courage."

After the funeral services, family, friends, Vietnam War Veterans, uniformed Coast Guardsmen and others gathered at the gravesite to witness the burial of Rittichier and see him finally put to rest.

G-IPA-1



PA11 TOM SPERDUTO, PADET NEW YORK



PA2 FAC EL-AMIN, G-IPA-1

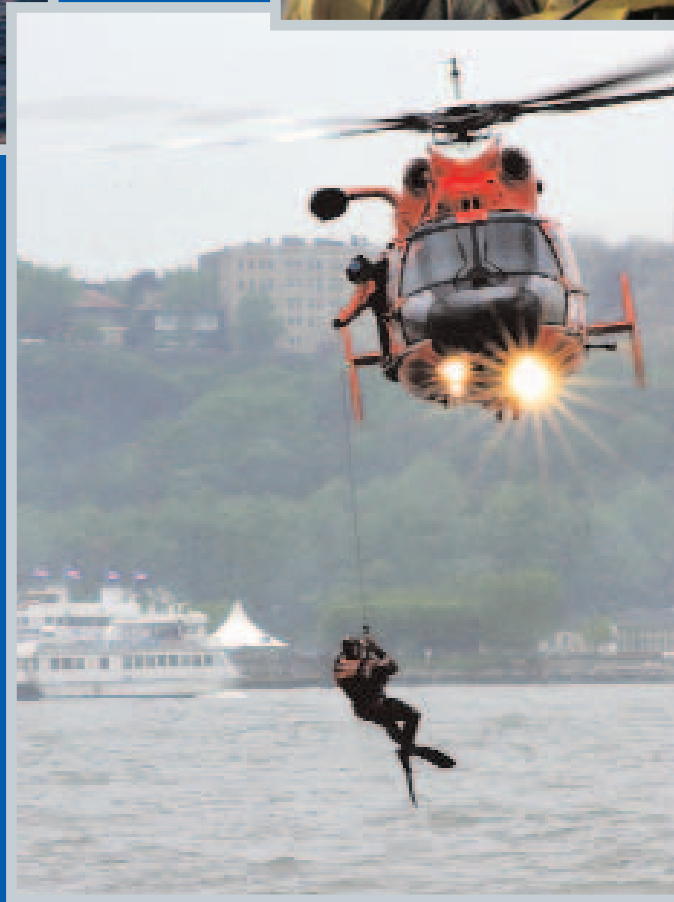


PA1 TOM SREBUTO, PADET NEW YORK

**FINAL GOODBYE** *Top:* Soldiers of the Army's 3rd Infantry Old Guard carries the flag-draped casket with the remains of Lt. Jack Columbus Rittichier at Arlington National Cemetery in Virginia. *Right:* The Coast Guard Honor Guard carries Rittichier's casket from a C-130 airplane. *Bottom:* Henry Rittichier visits the Vietnam Memorial Wall in Washington D.C. Oct. 6 where the name of his brother, Lt. Jack Columbus Rittichier, is listed. *Far left:* Carol Wypick, former wife of Rittichier cries on her husband's shoulder during the funeral services at Arlington National Cemetery.



PA1 TOM SREBUTO, PADET NEW YORK



## HISTORIC YEAR

At home and abroad, by sea and by air, the men and women of the Coast Guard answered America's call for defense and protection in 2003.

Top left photo by PA3 Mike Lutz, PADET New York; Center photo by PA2 Matthew Belson, PADET New York; Top right photo by PA1 Tom Spurduto, PADET New York