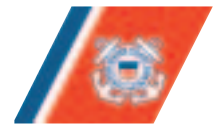


Coast Guard

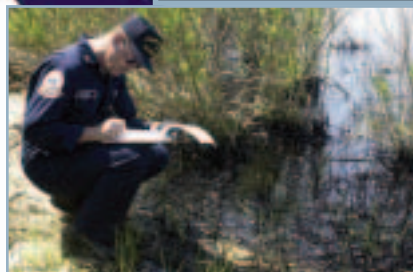
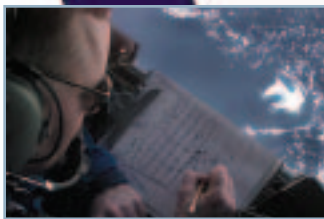


January
2003

Ready today, preparing for tomorrow

Military, Multimission, Maritime

Coast Guard continues its tradition of excellence in the new Department of Homeland Security



Crew reunion ✪

Tragedy and heroism ✪

CG Auxilliary

Heroes

The world's best Coast Guard

ENSIGN JOHN MCGOWAN



Rep. Baron Hill, from Indiana, presented the Coast Guard Medal for heroism to Ensign John McGowan during a ceremony on Capitol Hill in Washington, D.C., Oct. 17.

Ensign McGowan, a native of Indiana, is currently stationed at Coast Guard Headquarters in Washington, D.C. He received the commendation for bravery and devotion to duty exhibited during his daring rescue of a stranger from a burning car in Maryland May 10, 2002.

Without regard for his personal safety, McGowan made an extraordinary effort to pull the trapped driver clear of the flames.

McGowan, a trained paramedic, immediately administered treatment to the wounded person until the medical team arrived.

"I am honored to present the Coast Guard's distinguished award for bravery to Ensign John McGowan," said Hill.

"His unselfish acts are a tribute to himself, his family, and his community. It is a rare pleasure to meet a young man of such fine character. I know all of southern Indiana is proud of him."





Coast Guard

January 2003

U.S. Department of Transportation

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www.uscg.mil/hq/g-cp/cb/magazine.htm

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ON THE COVER

With its move into the new Department of Homeland Security, the Coast Guard continues its tradition of excellence in a variety of missions, many of which are pictured here.

CENTER PHOTO BY

PA2 DANIELLE DeMARINO, D7

UP FRONT

RISE AND SHINE

The CGC Midgett, homeported in Seattle, prepares to moor at a port in Juneau, Alaska, Dec. 6, as the sun rises behind it. The Midgett made a short visit to Juneau before starting its Alaska patrol.

Photo by PA3 Russ Tippets, 17th Dist.



UP FRONT





UP FRONT

ON THE RUN

Aviation survival technician students perform their daily workout during training at the Aviation Technical Training Center in Elizabeth City, N.C.

PHOTO BY TELFAIR BROWN, G-IPA



National Fleet MOU signed with Navy

ARLINGTON, Va., July 8 — Coast Guard Commandant Adm. Thomas H. Collins signed a memorandum of understanding here today with Chief of Naval Operations Adm. Vernon Clark to create a National Fleet to meet America's 21st century maritime security responsibilities.

The MOU will allow the Services to combine assets for unique missions and will give the nation the highest level of maritime capabilities and readiness.

The Coast Guard is required by law to maintain a state of readiness with the Navy for wartime. The MOU is the formal agreement that commits the two services to a shared purpose focused on integration of platforms and personnel.

Today, more than ever, the Navy and Coast Guard are working together to realize the vision of the National Fleet: one naval force comprised of Navy and Coast Guard assets ready to face the full spectrum of national security threats. The Navy has provided Naval Coastal Warfare forces and is currently providing 170-foot coastal patrol crafts to assist Coast Guard maritime homeland security

efforts. Overseas, the Coast Guard is providing Port Security Units and patrol boats to support Naval component commanders tasked with carrying out Operation Enduring Freedom and the war against terrorism.

The National Fleet has three main attributes.

- First, the fleet is comprised of ships, boats, aircraft and shore command and control units that are affordable and usable in a variety of operations.

- Second, the National Fleet will be designed around common equipment and systems and include coordinated planning, training and logistics.

- Third, the fleet will be capable of supporting the broad span of national security requirements by protecting America's interests at home and abroad.

The Coast Guard and the Navy bring unique skills, experiences and assets that will help build the National Fleet.

The MOU states, "In support of the Coast Guard's counter-narcotics and homeland security missions, the Navy brings essential communica-

tions, intelligence, surveillance, detection and sea control capabilities."

The Navy also contributes multi-mission ships, submarines, aircraft, and other assets designed for peacetime operations and global war.

The Coast Guard contributes certain law-enforcement authorities the Navy does not have. The Coast Guard also provides multi-mission cutters, boats and aircraft, as well as law enforcement and environmental response teams.

These teams are trained and experienced in missions including maritime security operations and crisis response. The Coast Guard also provides port security units and personnel to support Naval Coastal Warfare.

Both Services support each other in intelligence and humanitarian operations.

By combining their many skills, assets and experiences, the Coast Guard and the Navy stand to make a strong National Fleet capable of answering the call to protect and defend the nation in peacetime and in war.

G-OPD



Coast Guard Commandant Adm. Thomas H. Collins signs the National Fleet Memorandum of Understanding with Chief of Naval Operations Adm. Vernon E. Clark at Navy Headquarters in Arlington, Va., July 8.

Coast Guard

America's Lifesaver and
Guardian of the Seas

Adm. Thomas H. Collins

Commandant

Vice Adm Thomas J.

Barrett

Vice Commandant

Rear Adm. Kevin J. Eldridge

Assistant Comdt. for

Governmental & Public Affairs

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Submissions: We need your stories, photographs, comments and suggestions. Deadline for submissions is the 15th of each month. Articles will appear 1.5 months after that deadline. Submit your stories to: U.S. Coast Guard (G-IPA-1), 2100 2nd Street, S.W., Washington, DC 20593-0001, or e-mail them to cgmag@comdt.uscg.mil. For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 267-0928.

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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Supporting the troops



Guantanamo Bay, Cuba, Nov. 28 — Secretary of Transportation Norman Mineta, right, wishes Lt. Dan Eagan from Port Security Unit 307 in St. Petersburg, Fla., a Happy Thanksgiving while visiting Guantanamo Naval Base.

AP PHOTO

WEBHOT!



<http://www.dhs.gov>

On Nov. 25, 2002, President George W. Bush propelled the development of the new Department of

Homeland Security with the stroke of his pen.

This is one of the most significant changes to the federal government in more than a half-century. As the new department begins to take shape, many ques-

tions are being raised about the Coast Guard's future. Who will be a part of the new department? How will members be personally affected? What is the plan for creating the department?

The Department of Homeland Security's Web site answers all these questions and many more. Links also are provided to archives related to the new department and

to the White House news release page. Viewers are furnished with the most up-to-date information as the Coast Guard and other agencies begin to migrate to the new department.

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

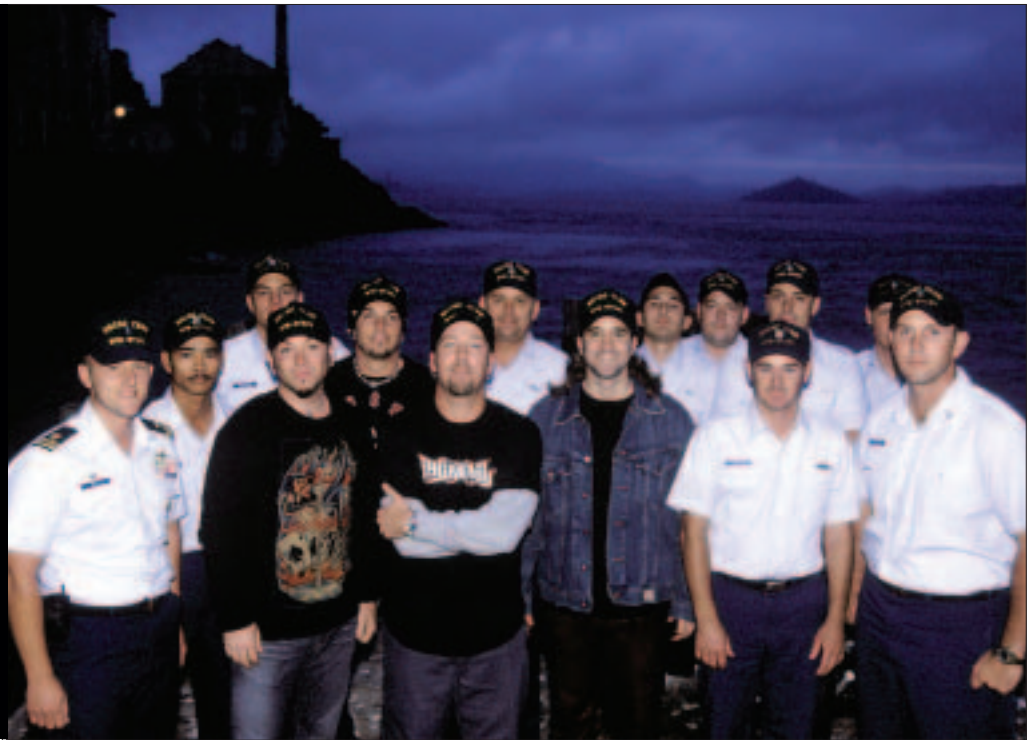


PAC BRANDON BREWER, PADET NEW YORK

CGC Tern escorts Creed to Alcatraz

SAN FRANCISCO, Oct. 10 — The crew of the CGC Tern poses with the rock band Creed aboard the cutter here today. The Tern, homeported at Group San Francisco, escorted the band to Alcatraz Island for a televised VH1 concert. The crew of the Tern took the band members on a tour of the newest 87-foot cutter.

Photo by PA3 Barry Lane, PACArea



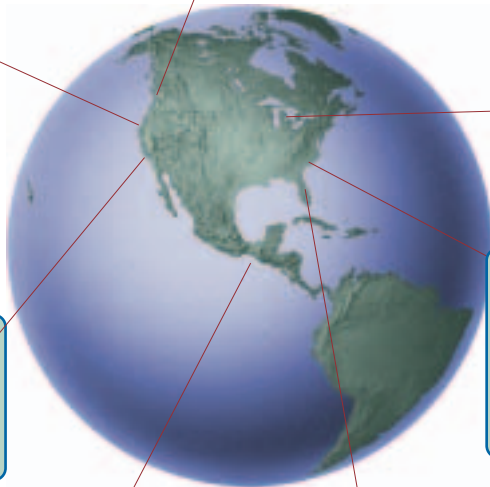
Around the world, around the clock

Compiled December 3, 2002
On Patrol

Coast Guard personnel from the 13th Dist. conducted vessel safety spot checks and voluntary dockside exams in various Northwest ports during the week of Nov. 14. The safety checks were done to prepare fishermen for the opening of the Oregon and Washington State Dungeness Crab fishery.

Members of the Coast Guard and Alaska Department of Environmental Conservation monitored the cleanup of the Genei Maru No. 7., a Japanese squid boat that ran aground on Afognak Island, Alaska, Nov. 10.

The Coast Guard held a training exercise Nov. 7, simulating a terrorist attack with weapons of mass destruction against the Cedar Point amusement park in Sandusky, Ohio. The exercise, called Operation Demon Drop, provided an opportunity for all concerned agencies to meet and discuss emergency response capabilities.



Coast Guard Vessel Traffic Service San Francisco directed three tugboats to help divert a 700-foot dry-dock barge from colliding with the San Francisco Bay Bridge Nov. 8.

A helicopter aircrew from Air Station Elizabeth City, N.C., assisted Suffolk, Va., rescuers in locating a lost hunter near Lake Drummond Nov. 27. Using night vision capability, the aircrew spotted the hunter's flashlight within 75 minutes in a very dense area of woods in the Great Dismal Swamp National Wildlife Refuge.

The crew of the CGC Hamilton, homeported in San Diego, seized 36 bales of cocaine and recovered five suspected smugglers from the go-fast boat Nazareno 250 miles south of the Mexico-Guatemala border Nov. 21. The suspects were transferred to Tampa, Fla., for prosecution.

During Columbus Day weekend, members of Team Coast Guard from the 7th Dist. interdicted 29 migrants, stopped five potential smugglers, saved 15 lives, and provided safety patrols for the Columbus Day Regatta.

**FY '03
By the numbers**

- Lives saved: 11
- SAR cases: 7,028
- Marijuana: 7,198 pounds
- Cocaine: 25,513
- Migrants: 1,841
- Security Zones: 108

SOURCE: G-IPA-2

Vietnam War crew reunites to honor shipmate

PETALUMA, Calif., Nov. 20 — Eleven surviving crewmembers of the CGC Point Welcome reunited for the first time since 1966 during a ceremony honoring retired BMCM Richard Patterson at Training Center Petaluma today.

The training center dedicated the base gymnasium to Patterson, who heroically served as a chief aboard the Point Welcome when it came under attack during the Vietnam War.

The 82-foot cutter became the target of a 35-minute 'friendly-fire' air assault from U.S. aircraft on the morning of Aug. 11, 1966, while patrolling the Cua Tung River in North Vietnam.

Patterson was on one of the cutter's bridge ladders when the first strike exploded the five-gallon gasoline cans on the stern. The force of the explosion knocked him off the

ladder, and he momentarily lost consciousness. After he revived, he discovered the stern was on fire. When he made his way to the bridge, he found the commanding officer had been killed.

Following the deaths of Lt.j.g. David Brostrom, the cutter's commanding officer, and EN2 Jerry Phillips, Patterson took command of the badly damaged patrol boat and managed to evade the continuous hail of gunfire from the aircraft above.

His adept ship handling and quick actions undoubtedly contributed to the protection and safety of the cutter and crew.

The reunion was the

first time the crew had been together since 1966.

Commandant of the Coast Guard Adm. Thomas H. Collins and Master Chief Petty Officer of the Coast Guard Frank Welch attended the dedication ceremonies.

Lt. Cary Dixon, TRACEN Petaluma



Adm. Thomas H. Collins stands with retired BMCM Richard Patterson during the unveiling of the base gym plaque that honors Patterson for his heroic deeds.

Operation thanks veterans in New York City



NEW YORK, Nov. 8 — MSTCS Chris Weiller, of Activities New York, and Kashim Valles, 10, of Queens, visit with Army Veteran Holybrokh Murdaugh at the 23rd Street Veterans Medical Center in support of Operation "Thank a Veteran." Military members from the Coast Guard and the Navy, along with 30 students from Queens District 28, delivered Veterans Day cards to hospitalized veterans. Photo by PA1 Tom Sperduto, PADET New York

MSO Charleston responds to oil spill

CHARLESTON, S.C., Oct. 10 — Marine Safety Office Charleston continued to monitor clean-up efforts today of the Cooper River oil spill that occurred here Sept. 30.

MSO Charleston opened the Oil Spill Liability Trust Fund and began monitoring efforts to clean up oily shorelines and marshlands after some 2,500 gallons of No. 6 oil mysteriously spilled into Charleston Harbor and the Cooper River.

Shoreline containment and assessment teams were dispatched along the Cooper River, Folly Beach, Morris Island and Sullivan's Island to determine the impact of the spill. In total, about 14 miles of shoreline were affected.

Along with the Coast Guard, South Carolina's Department of Natural Resources, Department of Health and Environmental Control, National Oceanic and Atmospheric Administration, U.S. Fish and Wildlife, Tri-State Bird Rescue, North Charleston Fire Department and local clean-up contractors were called to assist in the clean up.

At the close of the first week of clean-up efforts, the source of the spill had not been identified.

More than 60 oil samples were taken from ships, shoreline facilities and other possible sources and sent to the Coast Guard's Marine Safety Laboratory in Groton, Conn., to begin eliminating potential sources

and to move closer to identifying the probable source.

Clean-up contractors used absorbent booms, absorbent pads, pom-pom booms, oil skimmers, high-pressure hoses and con-

covered damage to the ship's hull.

The Ever Reach had sailed through the harbor Sept. 30. Representatives of Evergreen International S.A., the company who owns the Ever Reach, reported the damage to the Coast Guard and volunteered to take over the oil spill response and to cover costs associated with the clean-up efforts while the "fingerprinting" results were being processed.

Members of the Coast Guard's National Gulf Strike Team from Mobile, Ala., were flown to Panama to take oil samples from the Ever Reach, which were then sent to the Coast Guard's laboratory. Within a few days, the results came back positive and the Coast Guard had a source.

"Evergreen agreed to work with all of the agencies involved in the response to this spill to ensure a smooth transition of the clean-up operation," said Merrick. "All parties involved, including

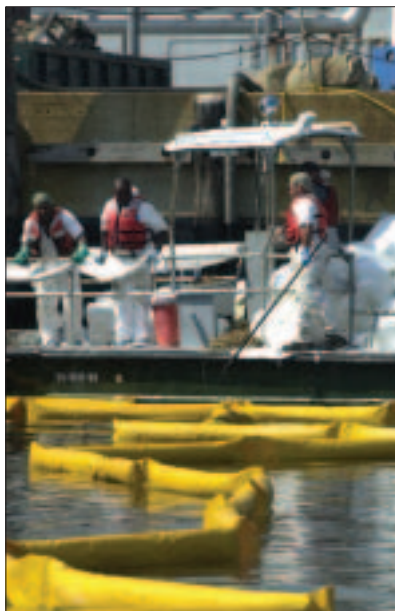
Evergreen, agreed that continuing to aggressively and effectively clean up the oil and protect wildlife would remain the highest priorities. The Coast Guard and the State of South Carolina will continue to monitor the efforts after the transition to ensure proper clean up is completed."

Evergreen assumed the cost associated with the clean-up, estimated to be more than \$1.2 million.

Story by PA2 Dana Warr, PADET Jacksonville, Fla.



PA2 ERIC HEDDA, PIAT, ELIZABETH CITY, N.C.



PA2 ERIC HEDDA, PIAT, ELIZABETH CITY, N.C.



PA2 DANA WARR, PADET, JACKSONVILLE, FLA.

Left and top right: MSO Charleston supervised clean-up crews from Charleston Marine Services and Moran Environmental Recovery as they used absorbent pads, containment booms and other equipment to clean the oil and further protect the Cooper River. Bottom right: MST1 Rick Nieves of MSO Charleston uses a fire hose to spray down oil-stained rocks along the river.

tainment booms to collect as much oil from the water as possible. The last known estimates of collected oil were about 1,000 gallons.

"Anytime there is oil in the water, the Coast Guard is concerned," said Cmdr. Gary Merrick, commanding officer of MSO Charleston and the federal on-scene coordinator of the spill.

Almost a week later, the 961-foot motor vessel Ever Reach pulled into Colon, Panama, and someone dis-



Ski-a-thon raises money for families

skiers consistently, including Haley's sister, 10-year-old Kelsey, who participated this year. The club earns more than \$20,000 each year for education and support to the families affected by the disease and raises funds for national research efforts.

Part of the fund also defers the cost for those families that need bipap (bi-level positive airway pressure) machines to assist in the breathing of those with SMA. The bipap is a nasal or face mask, which allows the flow of oxygen through a small tube, and is equipped with a sensor that will sound if there is a leak. Haley has been dependent on a bipap machine since her respirator system weakened.

"Already, we are seeing progress in research that stems the development of the disease. Hopefully, one day a cure will be found to reverse or prevent the disease," said Jeff Mitchell.

In the meantime, his friend Austin will continue to raise awareness and money to support the cause. He hopes to continue to attend the annual ski event. At his last unit, aboard the CGC Harriet Lane, the deployment schedule prevented him from participating in two of the tournaments.

Now that he is land-based in New Orleans, however, Austin can train and travel regularly for tournaments. Austin hopes to organize a satellite tournament in Mandeville, La., and count the scores toward his pledges.

"I am here for Haley," said Austin. "That girl has so much courage."

PAC Jeff Murphy, 8th Dist.

ELIZABETH CITY, N.C., Sept. 27

— Cmdr. Christopher Austin, 8th Dist. Law Enforcement-Intelligence branch chief, and his wife, Marti, recently returned to his hometown here to raise both money and awareness for the Haley Mitchell Ski-a-thon for families affected by the disease spinal muscular atrophy.

Haley Mitchell is the daughter of Jeff and Valerie Mitchell, Austin's best friends. Jeff was the best man at Austin's wedding and his water skiing training partner. Doctors diagnosed Haley at four months of age with SMA Type 1, a fatal neuromuscular disease that deteriorates the spinal cord cells that control muscular function. Doctors predicted Haley had less than two years to live. On Oct. 8, Haley celebrated her fifth birthday.

"The money is raised in a variety of ways," said Austin. "Skiers seek sponsors much like a walk-a-thon, accept direct donations and business sponsorship. Watersports companies make generous donations for a silent auction. Even a sign company donated our 'ski-o-meter' to display the total funds raised."

In 1999, Austin, an avid water-skier for more than 30 years, organized a one-day water-skiing tournament in Haley's honor, along with other members of the River City Ski Club at Fun Junktion Park. To earn points, each skier had to slalom ski the course while navigating as many passes as possible around six buoys. After each successive pass, the boat driver shortened the towline and increased the boat's speed. The skier had to continue the course until he or she missed or fell.

According to an article in the Elizabeth City Daily Advance newspaper, Jeff Mitchell described the tournament as an "event not for prize money (or) trophies, but it is to raise money to fight this terrible disease."

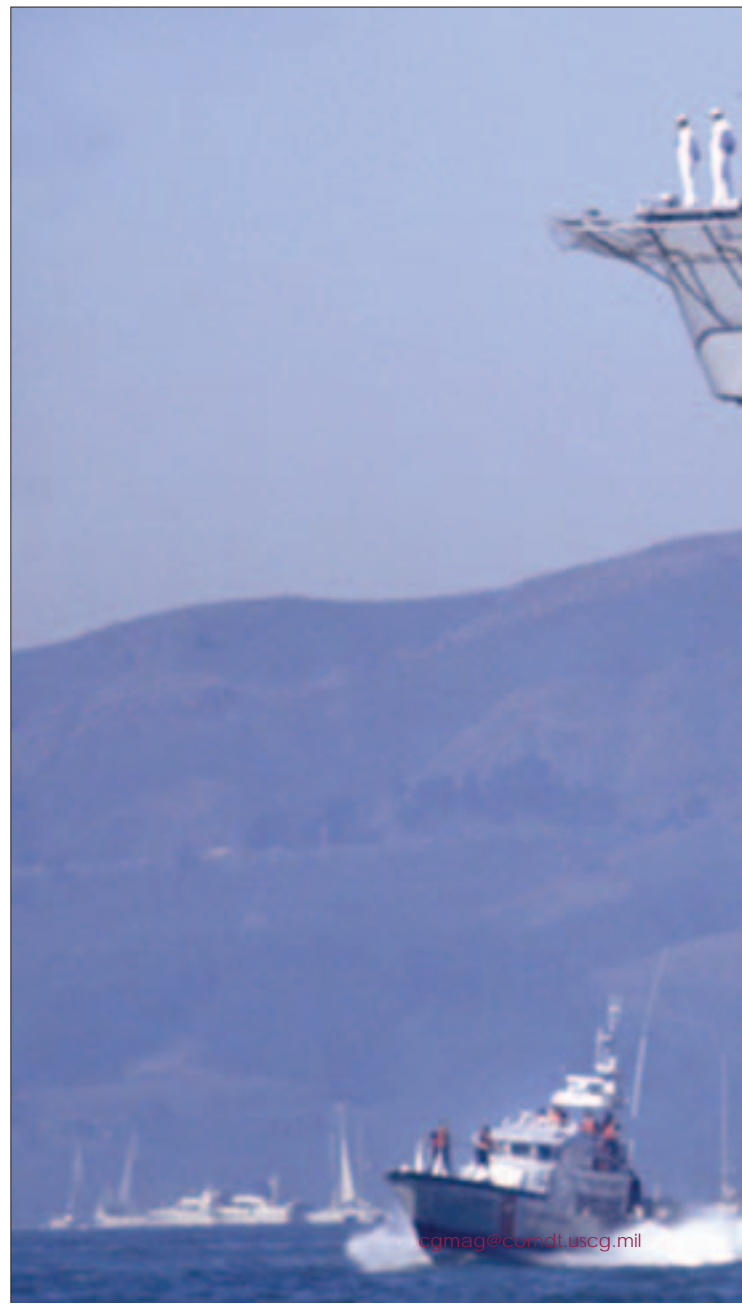
After the first ski-a-thon, the event became an annual fund-raiser attracting between 30 and 50



Five-year-old Haley Mitchell poses with Cmdr. Christopher Austin at a ski-a-thon to raise money and awareness for spinal muscular atrophy.

PHOTO PROVIDED BY CMDR. CHRISTOPHER AUSTIN

Coast Guard protects Fleet Week San Francisco



SAN FRANCISCO, Oct. 10 — The Coast Guard helped keep San Francisco Bay safe by patrolling with 22 boats and cutters and 25 auxiliary units during Fleet Week here.

Local law enforcement agencies also helped patrol and enforce safety zones with an additional 19 boats. The emphasis was on safety and security during this year's 20th anniversary of the annual sea-faring military celebration.

Nearly 3,500 men and women from the Coast Guard, Marines and Navy accompanied their visiting ships during the week. The CGC Active, homeported in Port Angeles, Wash., and the CGC Morgenthau, homeported in Alameda, Calif., took part in the celebrations along with several other Navy ships from San Diego and the Navy Blue Angels aerobatic flying team.

Story and photos by PAC Steve Aitkins, PACArea

Left: Maritime Safety and Security Team 91103 from San Pedro, Calif., pose for a photo while moored. The team kept watch over commercial and public piers and eight visiting Navy and Coast Guard vessels.

Right: The Navy Blue Angels aerobatic flying team entertained spectators during two airshows throughout the week.

Bottom: A 47-foot rescue boat from Station San Francisco escorts the USS Boxer as its crew lines the decks during the festivities. The Boxer is an 844-foot amphibious assault ship homeported in San Diego.



Air Station Traverse City helps restore river

TRAVERSE CITY, Mich., Nov. 4 — Coast Guard personnel from Air Station Traverse City delivered 15 50-foot trees via helicopter sling load to a remote area of the Boardman River here in support of a river restoration project.

The restoration project was spearheaded by the local Adams Chapter of Trout Unlimited and is in cooperation with the Boardman River Project, the City of Traverse City, and the Coast Guard.

Steve Largent, director of the Boardman River Project, said the restoration effort will aid both the project and the Coast Guard.

“The Coast Guard benefits because this is a unique training opportunity,” Largent said. “The Boardman River Project is helped because it fits in with our goal of restoring, protecting and maintaining the ecological integrity of the Boardman River as a blue ribbon trout stream and a recreational resource. Game fish will move into the new habitat in a matter of hours.”

Largent said that over a period of several years, sediment has accumulated in the tail waters of the Brown Bridge (hydro) pond and as far as a half-mile upstream in the Boardman River. The sediment covered debris that once provided a high-quality trout habitat.

By its involvement, the Coast Guard helped build a new habitat for the trout and aquatic insects.

The Coast Guard helicopter crews and ground teams placed more than 400 lineal feet of whole cedar trees and 50 lineal feet of half-log structures.

Story and photo by Lt.j.g. Greg Torgersen, Air Station Traverse City



An Air Station Traverse City helicopter hauls a tree to assist in a river restoration project.

Coast Guard, DEA seize cocaine from go-fast boat



DEA PHOTO

A Coast Guard rescue boat from Station Fort Lauderdale, Fla., chases a go-fast boat suspected of smuggling drugs.

MIAMI, Nov. 24 — Crews from the 7th District and the Drug Enforcement Administration worked together to seize 60 kilos of cocaine from a 23-foot go-fast boat here today.

A DEA helicopter returning from a training mission spotted and tracked the vessel. The DEA called the Coast Guard when the two people onboard the go-fast boat saw they were being followed and began making evasive maneuvers.

Air Station Miami diverted an HH-65 Dolphin helicopter, and Station Fort Lauderdale dispatched two rescue boats to intercept the go-fast.

The vessel continued to evade law enforcement personnel and threw two duffel bags full of cocaine overboard. One rescue boat recovered the 60 kilos, while the other boat raced alongside the suspect vessel.

The go-fast boat began swerving into the Coast Guard rescue boat in an apparent attempt to ram the rescue boat. For their own safety, the boarding team drew their weapons. The go-fast immediately came to a stop, and the two suspected smugglers were taken into custody.

The go-fast boat, cocaine and suspected smugglers were turned over to DEA custody.

“The seizure of these illegal drugs is a direct result of the vigilance and responsiveness our crew shows everyday protecting our country,” said Lt. Tony Powell, commanding officer of Station Fort Lauderdale. “This is one of those great cases that the 19-year-old seaman joins the Coast Guard for — a cold hit, quick response, good bust.”

The case is currently under investigation.
PA3 Anastacia Burns, 7th Dist.

Coast Guard rifle team competes at championships

CAMP PERRY, Ohio, July 29 — One reservist and eight active duty members competed in the 15-day 2002 National Highpower Rifle Championships, which began here today.

For the first time since 1994,

there were enough Coast Guard shooters to enter the team matches that form a part of the National Championships.

The competition in these matches included teams from the armed services and civilian teams from all

over the country.

The Coast Guard contingent shot together for the first time as a high-power team during the competition. A small victory of sorts was accomplished in the Enlisted Men’s Trophy Match. One of the Coast Guard teams outscored four of the five Navy teams in the match.

The Coast Guard members who competed in the highpower matches, and the pistol shooters who competed earlier in the summer at the Pistol Championships, represent a small core of service members who have achieved the highest level of skill with small arms.

The team this year hopes to build on its 2002 experience and return again in 2003 with an even stronger rifle team to represent the country’s smallest armed service.

Story and photo by Lt. Cmdr. David Ressel, CEU Cleveland



Coast Guard rifle team members fire from the standing stage during a team match.

Hell breaks loose in Bering Sea

The tragic and heroic story of the fishing vessel Galaxy

By PA3 Sara Raymer and PA3 Russ Tippets, 17th Dist.

Twenty-six people stared death in the eye Oct. 20 when an explosion rocked their ship in the Bering Sea. Some would cheat death this fateful day, but others would not be so lucky.

Oct. 20th, 2002, became a day that a group of fishermen and a National Oceanic and Atmospheric Administration fishing observer will likely recall the rest of their lives.

The weather was typical — cold and rainy, with blustery winds and stomach-turning seas. Fishing activity this day was typical, with very little search and rescue activity for Coast Guard crews and Good Samaritan fishers. That serenity quickly faded when a desperate cry for help from the skipper of the fishing vessel Galaxy crackled over the radio.

The Galaxy, a catcher-processor owned by Galaxy Fisheries of Seattle, had fueled and departed earlier — heading north of Dutch Harbor with its 25 crewmembers and a NOAA observer. They were fishing in the Bering Sea about 30 miles southwest of St. Paul Island, Alaska. It was a normal day at sea until a violent explosion occurred onboard around 4:30 p.m. The blast mercilessly threw 1st Mate Jerry Stevens of Edmonds, Wash., into the chilly Bering Sea. The waters were heaving 20-foot swells with winds howling at 25 knots. The Galaxy's captain, David Shoemaker of Seattle, suddenly found himself crawling through fire and smoke in the pilothouse to locate the radio on the wall. The radio literally was melting off the bulk head as he made a desperate mayday call.

Coast Guard Long Range Navigation Station St. Paul heard Shoemaker's plea for help and established brief communications with him. A loran station radio operator confirmed that the battered Galaxy was 30 miles south-southwest of St. Paul Island — more than 300 miles from the mainland.

Shoemaker reported the explosion onboard and that his crew's attempt to control the raging fire was futile. They were abandoning ship into the frigid Bering Sea —

then communications ceased.

By 5 p.m., a Jayhawk helicopter crew from Air Station Kodiak launched from Cold Bay to assist the Galaxy. Rescue coordinators had pre-staged Coast Guard H-60 Jayhawk rescue helicopter 6021, and its crew, in Cold Bay from Kodiak for Red King Crab fishery taking place in Bristol Bay. By placing it in Bristol Bay, the Coast Guard shortened the response time to incidents that might occur in the region.

Lt. Cmdr. Melissa Rivera led the Jayhawk rescue crew as the primary pilot, while Lt. Kendall Garran served as the copilot. AMT3 Mike Simone, served as hoist operator and AST3 Jason Quinn performed rescue swimmer and medical technician duties.

A C-130 hercules aircraft, piloted by Lt. Stephen Jutras and Lt. Jim Zawrotny was launched from Air Station Kodiak to assist and bring an anticipated fuel supply for the helicopter. The C-130 also served as a communications platform, a duty later shared with an Army Air National Guard C-130 crew from Anchorage.

By 7 p.m. the Kodiak-based Hercules aircraft arrived on scene. From 30 miles away, the C-130 crew saw smoke on



Traveling fast
Fire spreads quickly through the Galaxy Oct. 20. Photo by AST3 Jason Quinn, AirSta Kodiak

the horizon. The helicopter crew arrived a half-hour later.

Once near the Galaxy, the helicopter crew could see the ship's paint bubbling from the vessel's hot surface. They quickly prepared to rescue the Galaxy crewmen. The C-130 crew sighted a debris field nearby and deployed a life raft with strobe lights to assist possible survivors.

Three Good Samaritan fishing vessels in the area also responded to the scene after hearing a Coast Guard urgent marine information broadcast issued by radio controllers in Juneau and relayed by Loran Station St. Paul. The three vessels — Blue Pacific, Glacier Bay and Clipper Express — all from Seattle, arrived on scene about the same time as the Coast Guard rescue helicopter.

Darkness fell, and by 7:30 p.m. fire poured from all of Galaxy's portholes and swept through all regions of the vessel. Most of the crew had evacuated. A red life raft with 15 survivors churned among pools of oil and debris. Three others, including National Marine Fisheries Service observer Ann Weckback, floated helplessly in the black, bone-chilling water.

Six crewmembers remained onboard Galaxy. Three of them stood atop the Galaxy's pilothouse and on the bow surrounded by the fire. Meanwhile, Shoemaker and two other crewmembers donned survival suits and waited for help to arrive.

Various large obstacles protruded from the Galaxy, hampering the helicopter crew's attempts to lower a rescue basket to the Galaxy's hot smoldering decks. The fire spread rapidly, prompting abrupt explosions while metal-melting flames spit at the rescue crew. The Jayhawk crew realized that hovering above the Galaxy was growing much too dangerous. The inferno on the ship forced three of the Galaxy crewmen to jump 40 feet into the ominous waters below.

One after the other, the men plummeted into the Bering Sea — a last ditch effort to save their own lives. Once the men surfaced, they bobbed around looking skyward to the lights of the Jayhawk. They knew the Coast Guard helicopter crew was their final hope for survival.

As the Galaxy men treaded water, rescue swimmer Quinn strapped on a harness and deployed from the Jayhawk, descending to the frightened fishermen. Once below the helo, Quinn could see an eerie twilight melee of pitching vessels, snow squalls and survivors. In the midst of the noise and commotion, Quinn watched the Galaxy dip, roll and pitch aimlessly in the torrent seas. Its propeller screws were visible as the stern lifted in and out of the water.

While sea spray stung his face, Quinn assisted each man into a rescue basket. Then Simone quickly hauled them up one by one into the Jayhawk. Meanwhile, fishermen aboard the Blue Pacific pulled Matt Taylor out of the water and safely onto their vessel.

The Blue Pacific's captain guided rescue efforts from the Good Samaritan side, giving direction to the other vessel captains who were assisting Galaxy crewmem-

bers fighting the seas.

"I was very impressed with the captain of the Blue Pacific," Zawrotny said. "Without his quick action and judgment and taking charge of the scene below, we could have had a lot more than two persons missing."

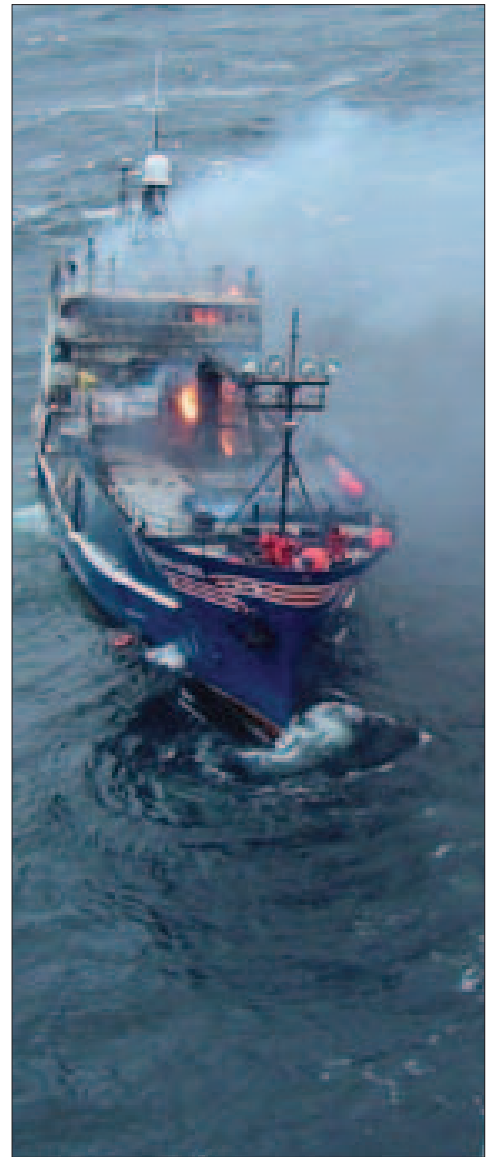
During the entire evolution, the rescue coordinators at Coast Guard Command Center Juneau coordinated the rescue of the Galaxy crewmembers and sent orders to all Coast Guard units and to the Good Samaritan vessels involved.

Back on the raging Galaxy, another man jumped from the bow into the water. The skipper, suffering from broken ribs after an explosion knocked him from a walkway to the deck below and in pain from severe burns, was the last to jump from the ship. The helicopter crew rescued each of them

One of the crewmen, Jose R. Rodas, of Pasco, Wash., suffered extreme hypothermia before the Jayhawk crew could reach him. Rodas remained cold and lifeless aboard the aircraft. Quinn continued CPR on him as pilot Rivera sped the aircraft and passengers through the snowy, darkened skies toward the remote St. Paul Island.

The Galaxy drifted and smoldered in the unforgiving Bering Sea, its crew gone from the ship forever. The Galaxy, once the CGC Magnolia during World War II, became nothing more than a floating relic.

Of the 26 crewmen, all but two were accounted for; Good Samaritan vessels rescued 15 men from the



Hot Stuff

Flames shoot from the Galaxy as it burns and drifts off St. Paul Island, Alaska, in the Bering Sea Oct 20. Photo by AST3 Jason Quinn, AirSta Kodiak

Galaxy's life raft plus three others from the water while six were saved by the helicopter. The despondent Galaxy crewmen sat motionless, cold and deathly quiet aboard the helicopter.

Rodas died en route to St. Paul Island. Rescuers transported Shoemaker and another crewmember from St. Paul to Anchorage for further medical treatment. Shoemaker's injuries required further extensive medical care, prompting a subsequent medical airlift from Anchorage to Seattle's Harborview Medical Center.

Local EMTs, a Kodiak medical technician, and para-rescue men from Kulis Army Air National Guard Base in Anchorage helped stabilize and transport the survivors.

The two men who remained missing were 1st Mate Jerry Stephens from Anchorage and the ship's cook, George Karn, of Auburn, Wash.

Galaxy crewmembers reported seeing Stephens thrown overboard by the force of the initial blast. When they spotted him in the water, they tossed him a life ring, but he did not respond. Crewmen also said Karn was wearing a survival suit.

Search assets included two Coast Guard HH-60 Jayhawk helicopters, an Army Air National Guard HC-130 and the three Good Samaritan vessels. The CGC Jarvis, based in Honolulu, diverted from its Bristol Bay fishery patrol to the search area.

Rescue efforts continued through the night and for three additional days.

As daylight returned to the Bering Sea, the search for the two missing crewmembers continued. Coast Guard 6012's crew replaced the 6021 crew and the Jarvis deployed its HH-65 Dolphin helicopter. The Clipper Express and the Blue Pacific also remained in the area to aid in the search. The Glacier Bay and the 15 rescued Galaxy crewmembers traveled to port at St. Paul Island. In all, the 18 survivors rescued by the three Good Samaritan ships were all in good condition,



Hero

AST3 Jason Quinn of Air Station Kodiak rescued six people who fought for their lives aboard the burning, 180-foot Seattle-based fishing vessel Galaxy Oct. 20. Photo by PAC Marshalena Delaney, 17th Dist.

except for a few burns and mild hypothermia.

Constant searching by the Coast Guard revealed no signs of the missing men on the second day.

The CGC Jarvis crew remained on scene throughout the night of Oct. 21.

Meanwhile at Air Station Kodiak, rescue coordinators planned to dispatch two additional Coast Guard helicopters and an HC-130 team to continue searching. The search area was 650 square miles of tempestuous ocean water. Coordinators at the Coast Guard Command Center in Juneau continually updated search patterns for the Coast Guard aircraft crews.

But, on the third day of searching, a cruel turn of events occurred.

The Good Samaritan vessel Clipper Express was transiting 90 miles from the St. Paul Island area on its way to Dutch Harbor. At about 10 a.m., crewman Daniel Schmiedt of Arlington, Wash., ventured out to the ship's gusty deck to re-secure the wind beaten life raft recovered from the Galaxy. Suddenly, a rogue wave slammed into the fishing vessel, thrashing Schmiedt's body and pulling him into the turbulent seas. Clipper Express' fishermen reported Schmiedt was not wearing a survival suit or personal flotation equipment while tying off the raft.

Thirty-foot seas and 50-knot winds prevented the crew of the Clipper Express from rescuing Schmiedt. While the Coast Guard was continuing the search for the missing Galaxy crewmembers, they immediately diverted rescue teams to also search for Schmiedt.

The Coast Guard and the Clipper Express searched more than 10 hours for Schmiedt before suspending the search Oct. 22.

"Unfortunately, Schmiedt was swept into the water without wearing any equipment to help survive the cold water," said Capt. Mike Neussl, chief of search and rescue for the 17th Coast Guard District. "Even with the helicopter quickly on scene and the Clipper Express helping us search for hours, we were not able to find him."

By 7 p.m. on the third day, hope of finding the missing Galaxy men faded. Air Station Kodiak had rotated rescue crews and transported fuel for three days. Rescue coordinators found little evidence to substantiate continuing the search, prompting them to suspend their coordination and search efforts.

The Coast Guard, the 210th Rescue Squadron of the Army Air National Guard and the fishing vessels Glacier Bay, Blue Pacific and Clipper Express had searched

more than 50 hours for the two missing Galaxy men.

“The deciding factor of suspending the search was the extremely low probability of survival this long after entering the water,” said Neussl. “We did the absolute best we could to find the two missing crewmembers, but unfortunately we were not able to locate them.”

Once the search concluded for the three missing crewmen, a new task to find the Galaxy took center stage. With the focus on rescuing the crewmembers, the vessel had drifted alone, its position unknown.

Calculations by the Command Center in Juneau were made to discern the likely location of the vessel. After a day of searching by Coast Guard HC-130s, the Coast Guard determined Galaxy sank.

Capt. Ron Morris, Coast Guard captain of the port for Western Alaska, declared the Galaxy fire a “major marine casualty,” setting in motion a formal Marine Board of Investigation.

Rear Adm. James Underwood, the 17th Coast Guard District commander, appointed Lt. Cmdr. Chris Woodley of Marine Safety Office Anchorage to lead the inquiry. The investigation proceeded, despite not having physical evidence from the ship. Investigators will have to draw their findings based on interviews and knowledge from the Galaxy crew.

The Galaxy crew, Coast Guard and other rescuers, will reflect on the tragic and heroic events that occurred Oct. 20 in the Bering Sea — all recalling the nerve-racking experience they each encountered.

The Bering Sea is one of the world’s most demanding places to work. The Bering Sea — where weather and events can turn deadly in minutes — also requires respect.

Just ask any of the survivors from the Galaxy.



CGC Magnolia

Magnolia, a “Chimo” class 188-foot buoy tender, was originally constructed for the Army Coastal Artillery Corps as a mine layer by Marietta Manufacturing Company in W. Va. and entered service in 1942. It was transferred to the Coast Guard in 1946. Magnolia was originally stationed in San Francisco until 1965 and then transferred to Astoria, Ore. It was decommissioned in 1971. Such mine layer made excellent buoy tenders and the reverse was also true — one of the national defense missions of the tenders was to either plant mines or sweep/hunt for them.



The crew

The rescue crew from Coast Guard rescue helicopter 6021; left AVT3 Mike Simone, AST3 Jason Quinn, Lt. Kendall Garran, and Lt. Cmdr Melissa Rivera. Photo by PAC Marshalena Delaney, 17th Dist.



UNITED TO PROTECT

On Nov. 25, President George W. Bush signed the Homeland Security Act of 2002. The legislation created the new Department of Homeland Security. The Coast Guard and 21 other agencies will unite under one roof to accomplish one primary mission: protecting the American people from another terrorist attack.

Story by PA2 Joe Patton, G-IPA



“Today, we are taking historic action to defend the United States and protect our country against the dangers of a new era. With my signature, this act of Congress will create the Department of Homeland Security, ensuring that our efforts to defend this country are comprehensive and united.” With those words President George W. Bush signed the Homeland Security Act of 2002 on Nov. 25.

The act set into motion the most extensive reorganization of the federal government since the establishment of the Department of Defense in 1947.

“The Homeland Security Act of 2002 takes the next critical steps in defending our country,” said Bush. “The continuing threat of terrorism, the threat of mass murder on our own soil will be met with a unified, effective response.

“Dozens of agencies charged with homeland security will now be located within one Cabinet department with the mandate and legal authority to protect our people. America will be better able to respond to any future attacks, to reduce our vulnerability and, most important, prevent the terrorists from taking innocent American lives.”

The Coast Guard is one of the largest of 22 agencies making the transfer into the new department. More than 170,000 military and civilian workers will make up the new department. Overall, the Coast Guard will make up about 26 percent of the department’s total personnel strength.

“This is an historic moment for our nation and the Coast Guard,” said Adm. Thomas H. Collins, Coast

Guard Commandant. “When the Coast Guard was founded over 212 years ago, its primary mission was to safeguard our coasts. We have carried out that mission ever since, and today we will continue that mission as a member of the new Department of Homeland Security.

“It is humbling to know that our organization is held in such high esteem that we will make up approximately one quarter of the new Department of Homeland Security. With our military, maritime and multi-mission character, I believe that we bring capabilities and attributes necessary to be the lead federal agency for Maritime Homeland Security.”

During the signing ceremony, Bush announced that he was nominating Director of Homeland Security Tom Ridge to become the nation’s first Secretary of Homeland Security.

The new department will analyze intelligence information on terror threats and will gather and focus all its efforts to face the challenges of cyberterrorism, as well as nuclear, chemical and biological terrorism. The department also will work closely with state and local governments to enhance the protection of Americans. The new department will bring together the agencies responsible for border, coastline and transportation security as part of a coordinated effort to safeguard transportation systems and to secure the border. The department will join state and local officials to prepare for future terrorist attacks that may come. The department hopes to end a great deal of duplication and overlapping of responsibilities among the agencies

Continued on page 24



USCG HISTORIAN

AUGUST 7, 1789 — The Service, eventually to be known as the Lighthouse Service, was established under the control of the Treasury Department. The Lighthouse Service became part of the Coast Guard July 1, 1939.



USCG HISTORIAN



The Coast Guard's future partners

Existing agencies scheduled to transition to the new Homeland Security Department

Agriculture

- Animal & Plant Health Inspection Service
- Plum Island Animal Disease Center

Commerce

- Computer Security Division of the National Institute of Standards & Technology
- Critical Infrastructure Assurance Office
- National Hazard Information Strategy of the NOAA

Defense

- National Bio-Weapons Defense Analysis Center
- National Communications System

Energy

- Environmental Measurements Laboratory
- Lawrence Livermore National Laboratory
- National Nuclear Security Administration
- Nuclear Incident Response
- Oak Ridge National Laboratory
- National Infrastructure Simulation & Analysis Center
- Office of Biological & Environmental Research
- Office of Energy Assurance
- Office of Security

Federal Emergency Management Agency

General Services Administration

- Computer Incident Response Center

- Office of Federal Protective Service

Health & Human Services

- Metropolitan Medical Response System
- National Pharmaceutical Stockpile Program
- National Disaster Medical System/ Office of Emergency Preparedness
- Office of Health & Safety Information Systems

Justice

- Domestic Emergency Support Team
- Executive Office for Immigration Review
- Immigration & Naturalization Service
- National Infrastructure Protection Center
- National Domestic Preparedness Office
- Office of Domestic Preparedness

State

- Visa Services

Transportation

- Coast Guard
- Transportation Security Administration

Treasury

- Federal Law Enforcement Training Center
- Secret Service
- Customs

AUGUST 4, 1790 — Congress approved legislation creating a Service to enforce customs laws. Alternately known as the *system of cutters*, *Revenue Service*, and *Revenue-Marine*, this Service would officially be named the Revenue Cutter Service in 1863. This Service was placed under the control of the Treasury Department.



JANUARY 28, 1915 — The Life-Saving Service, established in 1848, and Revenue Cutter Service combined to form the Coast Guard.



SPECIAL FEATURE: HOMELAND SECURITY

transitioning to the department.

“While this transition will be challenging, the men and women of the Coast Guard will work closely with the Department of Transportation, the Secretary of Homeland Security, the other agencies assigned to the new department and all of our federal, state and local partners so that together, we can provide the American public a safe and secure homeland,” said Collins.

Following the enactment of the act, the president had up to 60 days to submit a transition plan to the Congress and could start moving agencies to the new department not less than 90 days after submission.

The Coast Guard will transfer intact to the

new department and retain its military, multi-mission, and maritime qualities. The Homeland Security Act of 2002 specifically protects the wide range of current Coast Guard missions as well as Coast Guard assets.

In addition, the transfer to the new department will not change the Service’s role as a branch of the Armed Forces. During times of war, the Coast Guard still can be transferred to the Navy.

In the new department, the Coast Guard will continue to be the lead federal agency in maritime homeland security. The Coast Guard was placed within the new department because of the unique aspects it brings as

PARTNERSHIP: President Bush shakes hands with Adm. Collins in Port Elizabeth, N.J., after speaking June 24 about his plans for the new Homeland Security Department.

a law enforcement agency, a branch of the military, a transportation safety and security agency, an emergency response agency, a local

first responder, and part of the intelligence community.

Some of the other agencies placed within the department are the Customs Service, Immigration and Naturalization Service, Border Patrol, Secret Service, Federal Emergency Management Agency, and the Transportation Security Administration.

The department will comprise five directorates:

- Border and Transportation Security
- Emergency Preparedness and Response
- Science and Technology



TELEFAR BROWN, G-IPA

APRIL 6, 1917 — With the declaration of war against Germany and the start of WWI, the Coast Guard was transferred by Executive Order to the control of the Navy Department. The Service was reverted to the Treasury Department Aug. 28, 1919.



USCG HISTORIAN

JUNE 30, 1932 — The Steamboat Inspection Service and Bureau of Navigation combined to form the Bureau of Navigation and Steamboat Inspection. The new agency remained under Commerce Department control.



USCG HISTORIAN



USCG HISTORIAN



USCG HISTORIAN



TELEFAR BROWN, G-IPA

SECURITY FORCE: A Boatforce DC rigid-hull inflatable smallboat, better known as a Safeboat, patrols the waters of the Washington, D.C., area as part of homeland security.

- Information Analysis and Infrastructure Protection
 - Management
- The Coast Guard and Secret Service will report directly to the secretary of homeland security. The other agencies will be placed in one of the five directorates and led by an under secretary.
- This reorganization will be very challenging, and Bush said he

recognizes the challenges that await everyone involved in building the new department.

“Tom Ridge and his team have an immense task ahead of them,” said Bush. “Setting up the Department of Homeland Security will involve the most extensive reorganization of the federal government since Harry Truman signed the National Security Act. To succeed in their mission, leaders of the new department must change the culture of many diverse

agencies — directing all of them toward the principal objective of protecting the American people. The effort will take time, and focus, and steady resolve. It will also require full support from both the administration and the Congress. Adjustments will be needed along the way. Yet, this is pressing business, and the hard work of building a new department begins today.”

As the building of the Department of Homeland Security begins, a Coast Guard transition team is already in place and will continue to play a key role in the establishment and operations of the new department. In addition, the Coast Guard will work extremely closely with the Department of Transportation to ensure a smooth, efficient and seamless transition.

“The Coast Guard has helped keep America safe, strong, and secure as part of the Department of Transportation since 1967, and responded quickly and effectively to the terrorist attacks of Sept. 11 under the leadership of Secretary of Transportation Norman Mineta,” said Collins. “I would like to personally thank him and all the members of the Department of Transportation for their support and assistance over the last 35 years.”

For more information on the new department as well as a complete transcript of Tom Ridge’s town hall meeting, log onto www.dhs.gov.



USCG HISTORIAN

NOVEMBER 1, 1941 — With the start of WWII, the Coast Guard was transferred to Navy Department control. The Service was then returned to Treasury Department control Jan. 1, 1946.



USCG HISTORIAN



USCG HISTORIAN



USCG HISTORIAN



USCG HISTORIAN

Town Hall Meeting With Tom Ridge

Dec. 17 question and answer session excerpts

QUESTION: You're creating a large, new, cobbled-together department to respond to issues of homeland security ... how will this make America safer?

TOM RIDGE: Let me count the ways. We will get people and cargo across our borders quicker, we will help drive some of the technological innovation that will make us safer, we will have the opportunity to not only fuse and analyze, but share information with law enforcement and first responders in an unprecedented way. We will truly have the opportunity to engage our partners at the state and local level. People will see that.

This unit, this department, will work with the private sector to identify vulnerabilities. Because one of the challenges we have in this country is that the terrorists don't have to bring weapons. They can take advantage of the diversity that we have in this country, the strong economic diversity we have and find both weapons and targets out there. And we will be working with the private sector and we'll see on a daily basis the interaction of this department with men and women in workplaces around the country.

So whether you're working with the pri-

ivate sector, whether we're working at the borders, whether we're monitoring those who come into this country more effectively, whether we're improving our security at the airports, and the list goes on and on, every single day there will be a way that we manifest that by working together we do a better job of protecting America.

QUESTION: How quickly is this merger going to come together?

RIDGE: Well, on March 1, just about all of the departments and agencies move into the Department of



APRIL 1, 1967 — Executive Order 167-81 transferred the Coast Guard to the newly formed Department of Transportation. Below, current Secretary of Transportation Norman Mineta shakes hands with Coast Guardsmen after an award ceremony.



Homeland Security. Shortly thereafter, we will begin the process of trying to rationalize and take 22 different management and personnel systems into one.

But on March 1, by and large, every man and woman in this office and 170,000 plus employees around this country will go to work doing the same thing they're doing now. But in time, we hope that we can empower them and enable them, through a variety of different means, to do an even better job than they're doing now. And I believe that's going to happen.

QUESTION: Also, as within any merger, people start wondering where they're going to go to work, who is going to be their boss, what's going to happen to their boss, will they survive or not. How do you counter analysis paralysis, and is it getting in the way of homeland security in the meantime?

RIDGE: These men and women have been going to work, protecting the homeland before Sept. 11, 2001. They've been doing their job on a regular basis before we decided that we could do an even better job by merging these departments.

And all we ask of them is, continue to do that job as well as they've been doing it, and it's up to us to empower them in other ways to enable them to do an even better job. There will be some changes, clearly. But changes bring opportunities. And in my sense, in my judgement, that we have opportunities to work more closely together than we ever have before, we have an opportunity to get — put together a contemporary personnel system that gives us the kind of merit-based, fairness-based program that

we want to govern all 22 presently different departments and agencies.

We obviously have to create a personnel system around which the interaction between all of us is solid — it's positive. So I'm very optimistic about our ability to work with the new units as we bring them together to create one agency for the first time ever whose primary mission — you and I are going to talk probably a little bit about some of the other historical missions, and we've got to stay focused on that. But our primary mission every morning when we wake up to go to work is to protect America.

QUESTION: Some of the organizations and agencies are doing things that do not relate directly to homeland security. How do you prevent those other tasks from being lost or sublimated to the larger priority of homeland security?

RIDGE: I think we begin with the notion that the historic mission that these agencies have been on remains an integral part of how they do business each and every day... So you've got the Coast Guard. They do fisheries and they rescue and they protect our borders. But we've got to have them focus on ports. And they've been doing that now; but, again, with some assistance from the new department, they can do an even better job.

So I would say, if your responsibilities in this particular department or agency are not directed toward homeland security, what you're doing — some way, some manner, shape or form — will be a part of the system we have to protect this country. And again, we think bringing these people together, they'll do an even better job. And they do a good job right now.



NOVEMBER 25, 2002 — President George W. Bush signs legislation creating the new Department of Homeland Security. After proposing the new department June 6, 2002, Bush spoke at places such as Port Elizabeth, N.J., (above) on the importance of such a department. Since Sept. 11, 2001, the Coast Guard has refined its homeland security mission by implementing new assets such as marine safety and security teams (right), and preparing for future assets, such as the the proposed Deepwater project's national security cutter (top right).



Blue and

Servicemembers work tog

Story and photo by Fireman John Edwards, 14th Dist.

Every auxiliary unit in the Coast Guard is unique with its variety of people and experience levels. But Flotilla 1-16 in Honolulu has one thing in particular that separates it from the average.

Thirteen of its 21 members are active duty military. The flotilla has four commissioned officers and nine enlisted members from two different branches of the service. With two Army, 11 Navy, and three retired military members on its roster, "It certainly is unique," said Capt. David Hill, head of the Coast Guard Auxiliary in Washington, D.C.

When asked what "rewards" they got for being in the Coast Guard Auxiliary, "helping the boat community" and "fellowship" ranked high according to flotilla members. Not only do members gain a sense of pride through their volunteering, they also provide the Coast Guard active duty members with an invaluable service.

By assisting Coast Guard Group Honolulu with man overboard drills and towing exercises, they free up Coast Guard assets to respond to emergency calls. They also conduct free safe-boating courses and vessel-safety examinations for the public. As more than half of the flotilla members are already experienced sailors, holding these classes improves their sense of confidence

while on the water. "It's also a chance to do things on the water that you can't do on a sub," said ETC David Bryan Cundiff, a submariner for the Navy.

The members of Flotilla 1-16 are also members of Iroquois Lagoon Yacht Club at Iroquois Point. The I.L.Y.C. is a boating club open to active duty and retired military only.

Lt. Mike Vining, commodore of the yacht club and a member of Flotilla 1-16 said, "The I.L.Y.C. and the flotilla have a symbiotic relationship. This is where we hold our safe boating courses and have our meetings. The involvement with the yacht club and a desire to help the community, ultimately led to the high number of active duty military in this flotilla."

Coast Guard Auxiliary members provide their own boats as operational facilities while the Coast Guard pays for their gas and food. They also must have the same qualifications as active duty Coast Guardsmen in order to have a functional operational unit. Coxswain and crew qualifications are required in order to do waterway patrols.

There are currently 488 Coast Guard Auxiliary members in District 14. The impact of their help is realized through accomplishing more than 908 vessel examinations, and holding more than 50 public education classes a year.



The auxiliary vessel Jolly Roger heads out to conduct a safety patrol off the coast of Oahu.

green

together in Auxiliary mission



Coxswain Luke Spence from Flotilla 10 conducts a pre-evolution safety brief from his boat, Rona Lee, with the Jolly Roger crew.

Townsend named to key post



Admiral Thomas H. Collins, Commandant of the Coast Guard, appointed Frances Fragos-Townsend as the service's first Assistant Commandant for Intelligence Nov. 1.

Townsend came to the Coast Guard in August 2001 as the first Director of Intelligence, a new senior executive post for the military organization. Elevating the director position to assistant commandant recognizes the growing prominence of the intelligence mission in the Coast Guard's national security role.

The announcement brings the total number of assistant commandants to six, only two of whom are civilians. The presti-

gious post is the highest-level appointment that the Commandant can bestow on a civilian employee.

Townsend spent 13 years at the Department of Justice in a variety of senior positions, most recently as Counsel to the Attorney General for Intelligence Policy. She began her prosecutorial career in 1985, serving as an Assistant District Attorney in Brooklyn, N.Y. Her professional expertise ranges from intelligence policy to international law enforcement matters.

Her education includes a bachelor's degree cum laude from American University and a juris doctorate from the University of San Diego School of Law. She also attended the Institute on International and Comparative Law in London. G-IPA-2

chuckles



What they put up with in the old Guard.

**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.

Old 8x10

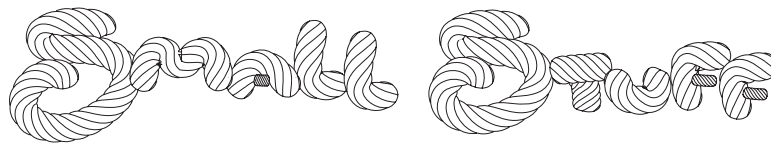


PHOTO COURTESY OF BMT JOE CARDONA, USCG (RET)

Straight shot

The Coast Guard Rifle and Pistol Team during the national competition held at Camp Perry, Ohio, in 1957. During the competition, the Coast Guard

won several medals and awards and the rifle-competition trophy pictured.



Foundation for Coast Guard history — The Foundation for Coast Guard History launched its new Web site at www.fcgh.org. You can sign onto the quarterdeck, enter your comments and read about the historical events of the current month and many other features.

The Newsletter of the Foundation for Coast Guard History



Sail with the Eagle in 2003 — The CGC Eagle will sail on its annual cadet training cruise from March 31 to Sept. 3. The Eagle's primary mission during this deployment is to train future Coast Guard officers at sea.

Volunteers are needed in the following rates to augment the ship's permanent crew: BM, DC, ET, FS, HS, MK, QM, RD and SN. One chief petty officer also is needed to serve as master at arms.

Active duty or reserve personnel, male or female, for all or any portions of this deployment may apply. However, preference is given

to qualified personnel who volunteer for longer periods.

To sail on America's Tall Ship is a once-in-a-career experience and an opportunity to help shape and train the future leaders of the Coast Guard. Interested PacArea personnel should contact YN1 Annable at (510) 437-3517; interested LantArea personnel should contact CWO Hargrove at (757) 628-4496. An alternate application method is to access the following Web site and submit a TDY application form — be sure to include CGC Eagle in the "unit applying for" block.

www.uscg.mil/mlclant?PDiv/forceops/tdy_application_form.htm
CWO Robert Hargrove, LantArea

Tricare fraud and abuse — Nobody wants to knowingly contribute to Tricare fraud or abuse but do so by failing to report it.

The best way to determine if this has occurred in your name is to review the explanation of benefits you receive after a claim has been submitted in your name.

If you know or have evidence of another individual, whether it be a provider of care or a Tricare eligible person submitting fraudulent claims to Tricare, notify your contractor.

You can make a report to any of the following resources: call the fraud hotline at (800) 977-6761; send an e-mail to Integrity@Health.Net; online at

www.healthnetfederalservices.com/bene/bc5_5_1_commitment_to_fight_fraud.asp; or mail your information to, Health Net Federal Services, Program Integrity, P.O. Box 2348, Rancho Cordova, Calif. 95741-2348.

Armed Forces News, Sept. 20

Vetsresource.com — The links on vetsresource.com have been recently updated.

Vetsresource.com, a complete veteran's resource on the Web, is completely non-profit.

Bill Williams, Webmaster, Vetsresource.com



VA Franchise Program — Owning a franchise program is now more affordable for veterans. The Veterans Transition Franchise Initiative, commonly known as "VetFran," allows veterans to acquire a franchise with a down payment of 10 percent or less of the initial franchise cost, which generally ranges from \$45,000 to \$150,000 for a small business. Franchising companies absorb the difference. Additional information on this program is available at www.vetbiz.gov

VA New Release, Nov. 20

Shipmates

USS Callaway: Former crewmembers will gather Sept. 8-11 in Orleans, Mass., at the Orleans Holiday Motel. For information, contact Wallace Shipp, 5319 Manning Place, NW, Washington, D.C., 20016 or call (202) 363-3663.

CGC Campbell: The 18th annual reunion of the CGC Campbell W-32 - W- 909 Association will be held May 13-16 at the Radisson Hotel Hampton, 700 Settlers Landing Road, Hampton, Va., 23669. For more information, contact Mike Truex,

8 Harvard Ave., Neptune, N.J., 07753 or call (732) 922-6245, e-mail, mrtruex@worldnet.att.net or James Kelly, 40 Lisa Lane, Uncasville, Conn., 06382 or call (860) 848-1160, e-mail jkelly3@earthlink.net.

CGC Jarvis: The CGC Jarvis will hold its second reunion at the Embassy Suites in Fort Lauderdale, Fla., May 15-17. For further information and registration forms, contact CWO Walt Stanczyk at (954) 979-3750 or e-mail stanczyk1790@juno.com.



Housing

Government housing is available to families. Barracks are available to single members. To live on the economy costs from \$600 - \$1,000 rent per month.

Facilities

Coast Guard Weight Room, Eagle's Nest All Hands Club, Sheldon Jackson College Gym.

Education

Sheldon Jackson College and University of Alaska Southeast.

Weather

Summer average in the 50s - 60s. Winter average around the 30s - 40s and with lots of rain.

Greetings from the CGC Maple

CGC Maple is one of the Coast Guard's newest 225-foot buoy tenders, stationed in Sitka, Alaska, a pretty and historic area that can only be reached by sea or air. Sitka was once the capital of Russian Alaska, and many of these influences can be seen throughout the city. The city has approximately 9,000 people, and is one of the highlights on cruise ship tours between the months of May and September.

The Maple has a wide-ranging area of operation all over Southeast Alaska, including Glacier Bay, a hot spot for tourists. What people pay big bucks for, the crew gets to see as part of their job! But the crew does more than just aids to navigation. The Maple is one of the 17th District's search and rescue standby cutters, and it also conducts law enforcement, primarily fisheries boardings. The cutter has six officers, four chief petty officers, and 30 enlisted personnel. There are two small boats attached to the unit, one a 24-foot trailerable aids to navigation boat, and the other a 7-meter

rigid hull inflatable boat. They also have a cutter-support-team that stays behind while the ship is underway and provides logistical assistance.

Along with the Maple, there are three other units in Sitka: Air Station Sitka, Aids to Navigation Team Sitka and Marine Safety Detachment Sitka. The city hosts several sports activities throughout the year, such as basketball, soccer, softball and volleyball tournaments. There are numerous hiking trails nearby and opportunities for rock climbing, snowboarding and kayaking. When Swan Lake freezes over, they break out the skates! Hunting for bear, deer and goat is popular, along with fishing for halibut, salmon and king crab.

Southeast Alaska is a must-see for anyone desiring to visit Alaska. The added bonus of living in one of the most beautiful areas of the country also is an incredible incentive to being stationed aboard the Maple.

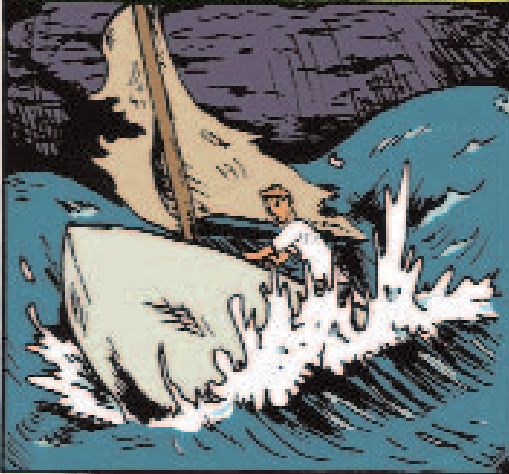
Story and photo by QM1 Kim Gray, CGC Maple

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

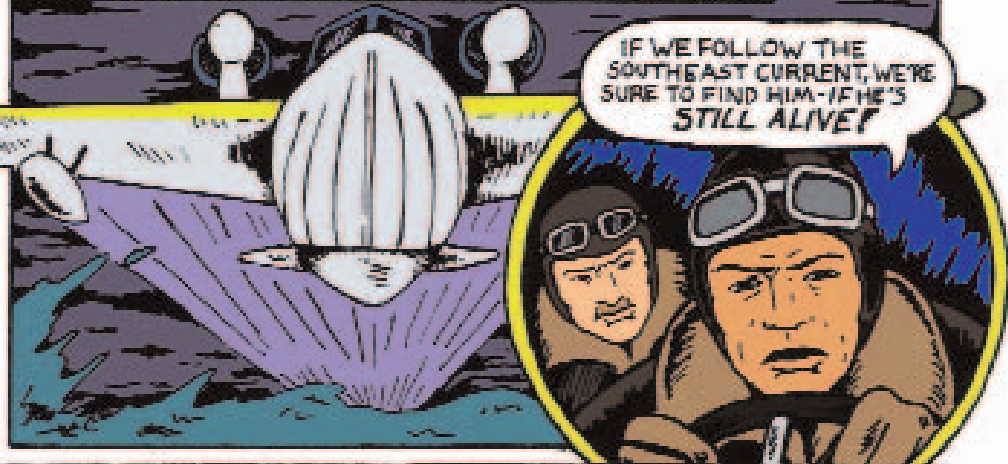
Astonishing Sea Stories

Art and story by P.A.Z. Ron Spellman,
Coast Guard Academy

JAN. 1, 1933 - 17-YEAR-OLD PAUL LONG AND HIS TINY SKIFF WERE BLOWN OUT TO SEA BY A WINTER STORM NEAR CAPE CANAVERAL, FLA.

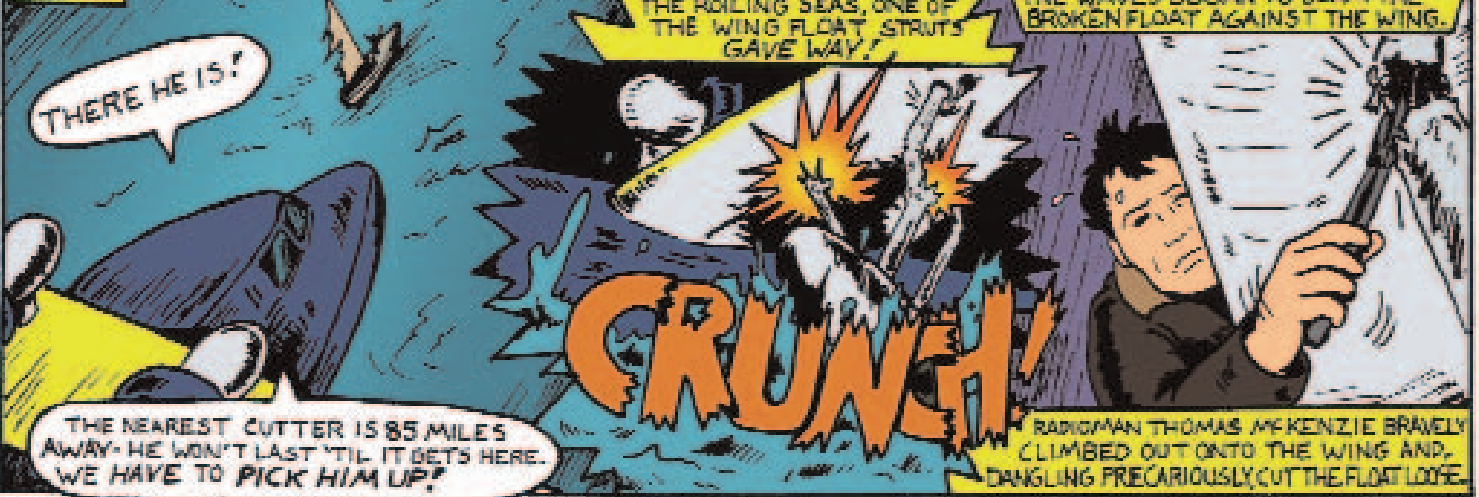


AT PAUL'S MOTHER'S FRANTIC PLEA, COAST GUARD SMALL BOATS SEARCHED FOR HIM FOR HOURS, BUT TO NO AVERAGE! FINALLY, LT. CMDR CARL VON PAULSEN AND HIS CREW OF FOUR FLEW INTO THE TEETH OF THE STORM IN THE SEA-PLANE ARCTURUS!



IF WE FOLLOW THE SOUTHEAST CURRENT, WE'RE SURE TO FIND HIM - IF HE'S STILL ALIVE!

SOON...



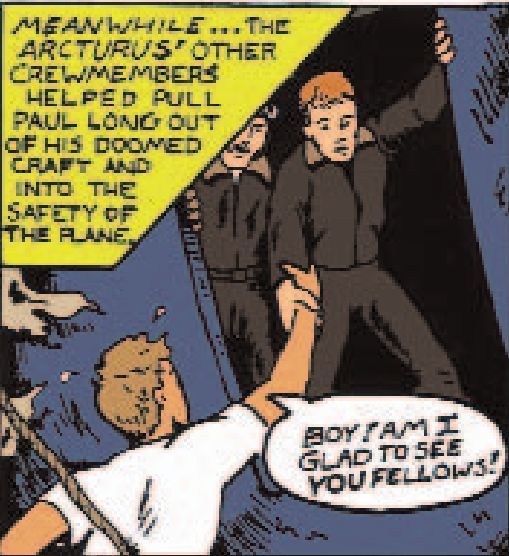
THERE HE IS!

AS THE PLANE LANDED IN THE ROLLING SEAS, ONE OF THE WING FLOAT STRUTS GAVE WAY!

THE WAVES BEGAN TO SLAM THE BROKEN FLOAT AGAINST THE WING.

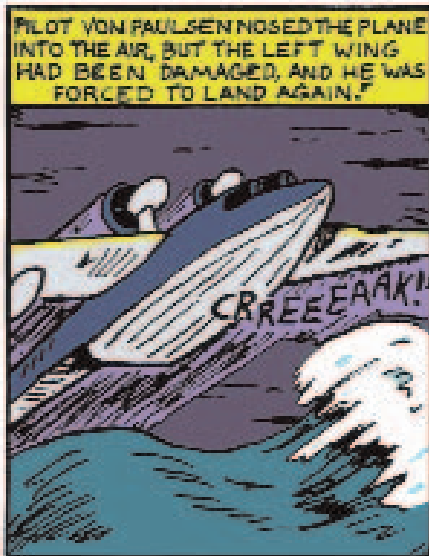
THE NEAREST CUTTER IS 85 MILES AWAY - HE WON'T LAST 'TIL IT GETS HERE. WE HAVE TO PICK HIM UP!

RADIOMAN THOMAS MCKENZIE BRAVELY CLIMBED OUT ONTO THE WING AND, DANGLING PRECARIOUSLY, CUT THE FLOAT LOOSE.

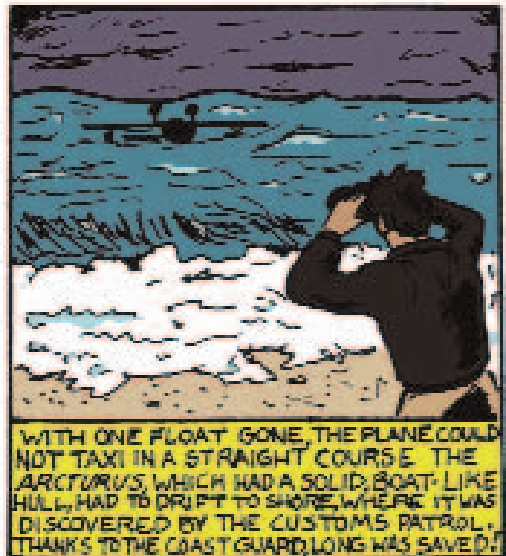


MEANWHILE... THE ARCTURUS' OTHER CREWMEMBERS HELPED PULL PAUL LONG OUT OF HIS DOOMED CRAFT AND INTO THE SAFETY OF THE PLANE.

BOY I AM I GLAD TO SEE YOU FELLOWS!



PILOT VON PAULSEN NOSED THE PLANE INTO THE AIR, BUT THE LEFT WING HAD BEEN DAMAGED, AND HE WAS FORCED TO LAND AGAIN.



WITH ONE FLOAT GONE, THE PLANE COULD NOT TAXI IN A STRAIGHT COURSE. THE ARCTURUS, WHICH HAD A SOLID, BOAT-LIKE HULL, HAD TO DRIFT TO SHORE, WHERE IT WAS DISCOVERED BY THE CUSTOMS PATROL. THANKS TO THE COAST GUARD, LONG WAS SAVED!