

Coast Guard



July 2002

Ready today, preparing for tomorrow

Partners in protection

Coast Guardsmen
and U.S. Marines
team up to keep
American ports
secure

Heroes

The world's best Coast Guard



BMC Joseph A. Habel
Coast Guard Station Cape Charles, Va.

BMC Habel was awarded the Coast Guard Medal for heroism as a result of a daring rescue he and his crew performed Jan. 25, 2000, off the coast of Virginia.

While serving as a coxswain aboard a Coast Guard utility boat, he performed a rescue of four survivors from a stranded tugboat in a severe winter storm.

The tugboat was in serious danger of



capsizing, and the boat's crewmembers prepared to abandon ship into the 38-degree waters of the Chesapeake Bay.

With 50-mile-per-hour winds, driving snow and sleet and waves exceeding 10 feet, BMC Habel and his crew rescued the tugboat's crew in record time.

If not for Habel's selfless actions, four lives would likely have been lost.



Coast Guard

July 2002

U.S. Department of Transportation

Features

Guiding Principle: *Seize the Future*

6 *Change of command*

By G-C

Adm. Thomas Collins takes charge as the service's 22nd commandant.

Guiding Principle: *Partner For a Stronger America*

10 *Tradewinds*

By PA2 Kimberly Wilder

Caribbean security and disaster relief exercise promotes international cooperation.

Guiding Principle: *Partner For a Stronger America*

16 *Partners in protection*

By PA1 Scott Carr and Marine Cpl. Zachary Crawford

The Coast Guard and U.S. Marines participate in unique training exercise focused on port security.

Guiding Principle: *Stand the Watch*

24 *Guarding Cole*

By PA3 Kyle Niemi

Station Pascagoula helps escort the USS Cole back to sea as the courageous vessel's crew heads home.

Guiding Principle: *Partner For a Stronger America*

28 *Pedal pushers*

By PA3 Amy Thomas

Coast Guardsmen take to their bikes to promote pollution prevention awareness and safe boating practices.

Departments

2 *In the news*

32 *Log book*

Check out **Coast Guard** magazine on the web.
www.uscg.mil/hq/g-cp/cb/magazine.shtm



Seaman Blair Wells secures a line on the mizzen mast onboard the CGC Eagle during the Fleet Week parade of ships in New York May 22.

p. 24

Coast Guardsmen and U.S. Marines have formed a unique partnership aimed at protecting American ports.

p. 16



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE



SEAMAN CRYSTAL NORMAN, D7

ON THE COVER

BM2 Adam Credle, from a port security training detachment, slowly moves along the edge of a pier with a mock bomb during a port security training exercise in Charleston, S.C.

N.Y.C. celebrates Fleet Week



A Coast Guard cadet aboard the CGC Eagle participates in rendering honors to a passing Navy ship in New York Harbor.



A 41-foot patrol boat demonstrates its capabilities at Fleet Week while cruising past the CGC Eagle in New York Harbor.

NEW YORK, May 22 — The Coast Guard helped kick off Fleet Week in New York Harbor here today.

Fleet Week is a celebration that brings ships from around the world to New York City to honor of the men and women serving in the U.S. military. It also promotes patriotism and educates the public about national defense.

The Coast Guard participated in a variety of ways that included tours on the CGCs Eagle, Escanaba, Sturgeon Bay and Ridley. The cutters also sailed with Navy vessels in the parade of ships that went through the Hudson River amid water displays by fireboats and overflights of military aircraft.

The Coast Guard also set and enforced security zones to ensure safety during the celebrations.

PADET New York



An armed small boat crew patrols the Hudson River while providing security for naval vessels passing through New York Harbor.

Adm. Thomas H. Collins

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Vice Adm. Tomas J. Barrett

Vice Commandant

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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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Retiree council holds first meetings



PAT HARRY C. CRAFT III, G-IPA

Members of the retiree council gather after a week of inaugural meetings.

WASHINGTON D.C., April 7 — The Commandant of the Coast Guard National Retiree Council began a week of inaugural meetings here today to discuss issues with high-ranking military officials and plans for the 2003 fiscal year.

According to retired Rear Adm. Gordon G. Piche, the council's officer co-chair, the council's mission statement is, "We continue to serve."

The council encourages retirees to remain involved with the Coast Guard and serves as a liaison between the 40,000 retirees

and the commandant.

Current issues discussed at the meetings revolve around disability and retirement pay, enhanced Tricare coverage and the survivor benefit plan.

Throughout the week, retirees were briefed by several high-ranking officials including the Secretary of the Navy Retiree Council, the assistant secretary of the Navy and the vice chief of Naval Operation.

Piche said the briefs explained national issues of both active duty and retirees. The officials discussed how the retired community of all

services can support service goals.

The council discussed plans for the 2003 fiscal year which include expanding retiree participation and supporting Coast Guard mentoring, recruiting and retention efforts.

"The national council is just getting off the ground but we feel

we have an outstanding start and must keep the momentum going," said Piche.

Retirees may join the active councils in the D.C. and Tidewater areas, Yorktown, Va., North Coast, Pacific Northwest, Northern California and New England or may start their own council by contacting retired Rear Adm. Gordon G. Piche at (410) 349-0941, ggpiche@aol.com or retired FSMC Bill Phillips at (503) 823-0429, phillips@solidnet.com. Lt. Cmdr. Jim Brewster, G-WPM-2

CG seeks innovative ideas at exposition

BALTIMORE, April 29 — The Coast Guard and the National Defense Industrial Association kicked off a three-day innovation exposition at the Baltimore Marriott Waterfront hotel here today.

The exposition focused on the Coast Guard's current requirements to safeguard the nation's ports and waterways.

In addition, the exposition explored how business can be redefined when innovative thinking and technology are put to use.

Innovation can help manage workloads, bridge the gaps between current and future assets, improve services to the public and enable members of our service to work more efficiently and productively.

Discussion panels comprised of both

Coast Guard and maritime industry members discussed topics such as wireless solutions, e-commerce express, maritime information exchange and waterways security.

"Innovation frees the mind; it gives our Coast Guard members a high level of self-worth and provides opportunities for them to achieve their full potential," said Rear Adm. Timothy Josiah, Coast Guard chief of staff.

"In order to improve our retention of bright and talented people, we need to provide the right organizational culture; one which allows them to think outside the box and encourages them to take risks."

Lt. Cmdr. Andrea M. Palermo, G-D

Secretary Mineta goes out to the ball game



ST. LOUIS, May 15 — Secretary of Transportation Norman Mineta shares a laugh with the St. Louis Cardinal's mascot and infielder Eduardo Perez at Busch Stadium here today. Mineta threw the first pitch in the game that the Cardinals won 4 to 1 against the Chicago Cubs. While in St. Louis, Mineta also discussed the security, safety and commerce of inland waterways with Coast Guard officials and representatives from the St. Louis and Mississippi River-area shipping ports. He also toured the CGC Cheyenne, a vital asset to commerce movement on the Mississippi River.
Story and photo by PA3 Chad Saylor, 8th Dist.

Around the world, around the clock

Compiled June 5
On Patrol :

Due to the current world situation, ship movements will not be printed.

**FY '02
 By the numbers**

Lives saved: 1,576
 SAR cases: 16,045
 Marijuana: 28,049 pounds
 Cocaine: 104,158 pounds
 Migrants: 2,995
 Security Zones: 115

A flight crew from Air Station Kodiak, Alaska located and brought two lost researchers from the U.S. Fish and Wildlife Service to safety after they became stranded on a remote island on the Alaska Peninsula June 1.

A flight crew from Air Station Cape Cod medevaced a man experiencing chest pains from a fishing boat 115 miles east of Provincetown, Mass., May 1.

A flight crew from Air Station Elizabeth City, N.C., hoisted two boaters and two dogs from their grounded sailboat off Ocracoke Island, N.C., May 21.

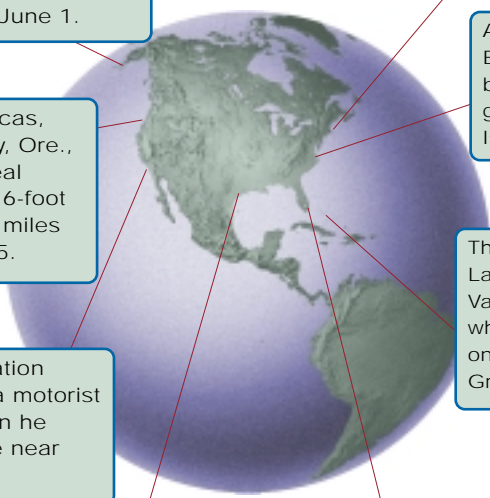
The crew of the CGC Orcas, homeported in Coos Bay, Ore., rescued a juvenile fur seal entangled in a 6-foot by 6-foot section of fishing net 60 miles off Newport, Ore., June 5.

The crew of the CGC Harriet Lane, homeported in Portsmouth, Va., rescued 71 Haitian migrants when the 35-foot boat they were on capsized six miles west of Great Inagua, Bahamas, May 10.

A flight crew from Air Station San Francisco rescued a motorist who drove off a cliff when he lost control of his vehicle near Sausalito, Calif., May 30.

The crew of the CGC Key Biscayne, homeported in Corpus Christi, Texas, seized 3,000 pounds of shrimp caught illegally aboard a boat 22 miles southeast of the Matagorda Jetties near Port O'Connor, Texas, May 15.

The crew of the CGC Maui, homeported in Miami Beach, Fla., detained three drug smugglers and retrieved 900 pounds of cocaine from a 46-foot sport fishing boat 25 miles east of Miami June 5.



SOURCE: G-IPA-2

Christmas in April comes to Miami

MIAMI, April 27 — Members of team Coast Guard worked on rebuilding an elementary school and a house here today in support of the non-profit organization, "Rebuilding Together with Christmas in April."

The project is the nation's largest volunteer organization and is aimed at preserving and revitalizing low-income houses and communities.

As many as 50 members of the Coast Guard family gathered at the Bunche Park Elementary School and a nearby house here to paint, sand, shovel, rake, plant flowers and make general repairs to both properties.

Coast Guardsmen worked alongside volunteers of other Miami-area organizations to support the project.

Although most people spent the day in the sun, the camaraderie between the volunteers made almost everyone forget the sweat, sunburned skin and floating sawdust.

"This was a great opportunity to come out and do something positive for kids," said YN1 Eneida Bull, a volunteer from the 7th District office. "I enjoy the work because it benefits a

good cause. We all had a good time doing it."

"The Coast Guard is known for saving lives," said retired Master Chief Petty Officer Mark Fagenbaum, head of the Coast Guard volunteers. "Since our organization is humanitarian in nature, this is just another way for us to help those in need."

Helping those in need isn't anything new for Miami-area Coast Guard volunteers, five-year veterans of the project. Last year, South Florida Coast Guardsmen completed 29,000 volunteer-work hours for different charities and volunteer organizations around Dade and Broward counties here.

After a long day in the sun, 'Christmas in April' volunteers removed two dump trucks of dirt, six bags of schoolyard garbage, planted 75 plants and used seven gallons of paint to make the house and school better places to live and learn.

Story and photos by PA3 Anastasia Burns, 7th Dist.



Left: Lt. Warren Weedon of MSO Miami covers two new plants with soil in the school's walkway garden.

Top: Donna Biggar, wife of Lt.j.g. Jason Biggar of CEU Miami, paints under the eaves of the house being repaired. The Biggars and three other Coast Guard volunteers painted most of the house.

Right: Tiffany Weedon, daughter of Lt. Warren Weedon, shovels mulch into a wheelbarrow to distribute around the school's front yard garden.



Adm. Thomas H. Collins

The 22nd Commandant of the Coast Guard



Well, the watch has shifted. I am very honored to be your new commandant. I'd like to take a moment to pay tribute to a man whose leadership for the past four years will be a legacy to the Coast Guard for many years to come. Jim Loy has been a great friend and mentor to many of us here, but having the front row seat that I've had for the past two years, I dare say that no one has received a greater blessing from his leadership than I have.

His emphasis on restoring readiness and shaping the future of our organization, and his strategic vision of what that future will be, have made all the difference in ensuring the pre-eminence of the Coast Guard as America's Maritime Guardian, both before and after that infamous day in September of last year.

On behalf of the entire Coast Guard, thank you, Jim.

Changing course

Much of what Adm. Loy has done will remain as a lasting legacy, like an established river of clear, bright water. But even the course of the mightiest river changes over time.

It is vitally important to maintain continuity. But it is just as important to welcome the change that is inevitable.

Coast Guard units have been serving the maritime interests of the United States on missions like these for well over 200 years. And they continue to serve well today.

Though each of these units now carries on in our timeless tradition of maritime, multi-mission, and military service, some things are very different from the days in which Jim and I stood our watches.

The technology of going to sea has certainly changed. Many other changes have taken place, as well.

Perhaps the greatest difference between then and now, however, is that we must be ever mindful of the fact that our homeland has recently come under direct attack. And the threat remains.

None of us on active service can remember another

time when that was true.

That changes everything.

We must adapt to that change.

We knew it was coming. Our vision of the future foresaw it. Perhaps no one could have predicted the timing or severity of the terrorist attacks against us, but we knew that we were not immune to the scourge that much of the world has suffered for so many years.

We are in the midst of a very difficult time of tribulation. In this environment, we must be vigilant. But we need not be afraid.

We must move ahead in a direction that will help to ensure our nation's security, and so restore safety and confidence to the American public.

Over the years, I have taken strength and wisdom from the words of Oliver Wendell Holmes, who said:

"The great thing in this world is not so much where we are, as in what direction we are moving. To reach our goals, we must sail with the wind and sometimes against it — but we must sail, and not drift nor be at anchor."

Some of you have heard me quote those words before, but it seems to me that they have never before been so relevant.

We dare not drift with the current. Nor should we secure an anchor in the past.

Sailing on

We must sail on.

Let no one mistake our purpose as we do so. Strengthening our capability to lead the maritime homeland security strategy will remain our first priority.

As we look forward, we must place our immediate focus on that hard work, yet we must do so with careful attention to all of our other missions. Each of our missions is inherently connected to the others. The success of all depends on the excellence of each one.

It will take new thinking and innovative action to get that job done well. As we proceed through the next few years, our thoughts and our actions must prepare us to step into harm's way on behalf of a nation in crisis. We

have a unique set of competencies and capabilities to bring to bear in these difficult times.

We must not fail to do so. Failure is not an option!

As we sail on, my emphasis in thought and action will be focused sharply in three areas: readiness, stewardship, and people.

Future focus

First, we must continue to improve our readiness to perform all the jobs that America has asked us to do. We have long been recognized for our superior operational service. We must bring the same level of professionalism and maritime leadership to the war on terrorism that has been demonstrated in everything we do.

Second, we must continue to strengthen our stewardship of the public trust by striving to be the best led and managed organization in government. To do so, we must ensure that we are in alignment from top to bottom and bottom to top — and for us, the top begins in the Oval Office, and extends through our Secretary and his staff. We must inspire a culture of innovation, embracing technology and more effective management practices to achieve measurable outcomes.

Third, we must remain loyal to our people and inspire their loyalty to us. We must grow the work force. The first increment of growth in the coming year will be about 2200 people, with more to come in the out-years. This growth puts our recruiting and retention effort front and center. We must grow and we will — but we must do it with a watchful eye on the diversity of our ranks. We can't afford to grow indiscriminately. The future of our

service demands a multitude of technical skills and capabilities. It will require people with broadly diverse talents and backgrounds. We can easily observe in the natural world around us the simple lesson that life adapts to change best through diversity.

The readiness of our ships, aircraft, and systems will come to nothing without Coast Guard men and women who are ready, willing, and able. I am talking about every element of our team: active duty, reserve, civilian, and auxiliary.

Strength of our people

All three areas of emphasis will be important to meeting the challenges of the future, as we look forward to the coming days ahead. But the most important will be the emphasis on people.

After all, it is people from whom the courage must rise to drive away any fear and to lift that dark threat of violence from our nation.

In confronting a crisis at a different time in our nation's history, Abraham Lincoln once said, "The dogmas of the quiet past are inadequate to the stormy present. The occasion is piled high with difficulty, and we must rise with the occasion. As our case is new, so we must think anew, and act anew."

To rise to the occasion at hand, we cannot afford to rest on the strong lead that Adm. Loy has established.

It is time for us all to think and act anew.

Semper Paratus, and thank you.

Adm. Thomas H. Collins, commandant, USCG, excerpts from his change of command speech May 30.



Adm. Thomas Collins, commandant, USCG, and General Richard Myers, chairman of the joint chiefs of staff, salute at the change of command ceremony May 30.

Adm. James M.

Loy ...

saying goodbye



COAST GUARD FILE

With President Bush enroute Portland, ME, to recognize the CG for its superior performance and to express his commitment to securing resources for the Service.

My thoughts in reflection go back well beyond the past four years to the early years of our Republic. In fact, my thoughts of the present and the future are almost always shaped by remembering the past.

Our Service was born as our nation was enduring times of significant danger. The very existence of the United States was tenuous, as 13 original states had only recently ratified a constitution that offered the strength of a common bond.

"We the people, in order to form a more perfect union ..." it began. A nation of free individuals adopted a single motto, "e pluribus unum" — out of many, one.

These Americans needed a way to protect their fragile prosperity and their newly won liberties. One of the first things the new Congress decided to do was to form a maritime service, designed to patrol the coast, enforcing the will of the people.

Out of 10 single ships, they formed a "system of cutters."

Out of many, one.

A unified service for a unified country

Years later, after the unity of the people was severely tested in the Civil War, Capt. Ellsworth Bertholf, commandant, saw the wisdom of forming a single service out of several to support the growing needs of a nation developing rapidly into a world power.

He argued persuasively, and the Revenue Cutter Service joined with the Lifesaving Service to become the U.S. Coast Guard. "E pluribus unum."

And then during World War II, even as our nation was fighting to free the world from the greatest evil that it had ever known, Adm. Russell Waesche completed one of the greatest transformations in the history of our service.

Not only were the law enforcement powers of the Coast Guard broadened and strengthened, but several more services were added to include the U. S. Lighthouse Service and the Bureau of Marine Inspection and Navigation.

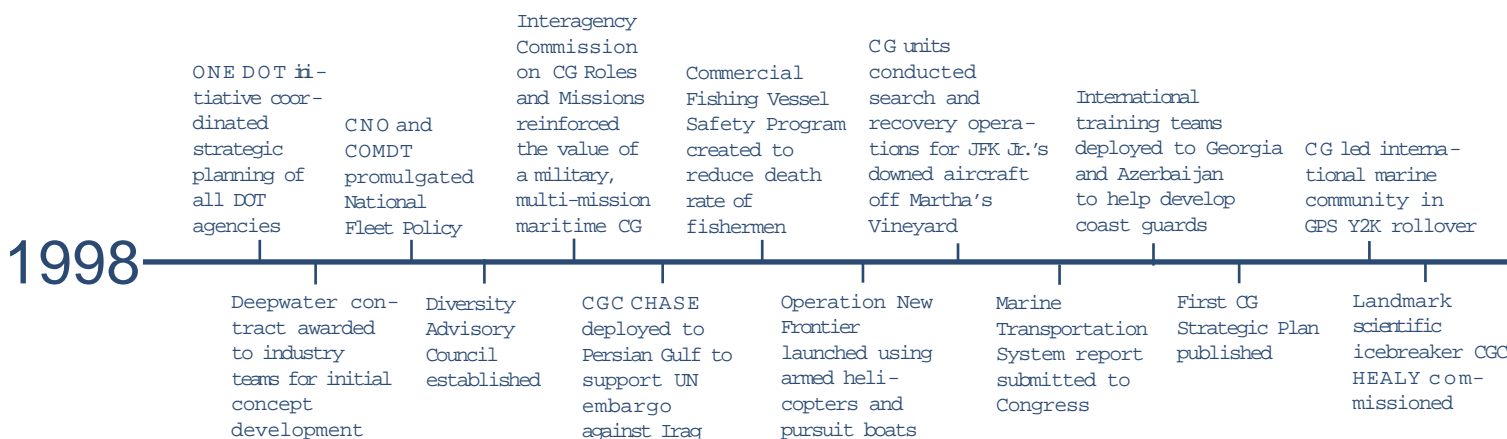
Out of many, one.

As a ship driver, I have had the honor to be personally immersed in a variety of the missions that belong to the modern day Coast Guard.

In Vietnam, my patrol boat was assigned, among other missions, to provide transportation and cover to amphibious landings conducted north of the Demilitarized Zone by III MAF.

As a boarding team leader from the CGC Courageous during the 1970's, we tested the limits of the "hovering vessel statute," against mother ships laden with marijuana.

In the early 1980's, I witnessed the birth of a child, born of a mother who was a refugee from communist Cuba. The child was born on the flight deck of the CGC Valiant during the Mariel Boat Lift in the Straits of Florida. Her gratitude



was expressed in the name of her newborn son, Valiant.

A decade later, I saw the devastation wrought by the ravages of an enormous oil spill in the pristine waters of Prince William Sound, Alaska. The Coast Guard was there to direct the clean-up.

In the fall of 1994, we saved 65,000 Cuban and Haitian lives during the refugee exodus from those two troubled countries.

A little more than eight months ago, we all witnessed the enormous destruction and terrible loss of life in New York City, our nation's capital, and the countryside of my home state ... brought against us by murderers who dare to call themselves messengers of God.

I could go on. What is my point?

Out of many tours of duty, spanning nearly the entire spectrum of Coast Guard missions ... one career.

"E pluribus unum."

Looking ahead

For the past four years, it has been my purpose to restore the readiness and shape the future of this service, to prepare the way for the Coast Guard to perform its duty to the best of its ability well into the coming decades.

We have made great strides together.

It is clear that the Coast Guard today is uniquely positioned as the lead agency for Maritime Homeland Security. We have the experience and the expertise, time-tested legal authorities and precedent, established working relationships with the public, industry, other armed services, federal, state and local agencies, international organizations, and an organizational culture of flexibility.

With our multi-mission capability, we provide an important bridge between law enforcement and military operations, matching the formidable range of homeland security threats with the vulnerabilities in the maritime domain.

And, while we are doing every job we've been asked to do, even as we conduct the missions that we consider most humanitarian in nature, we must always do so with a clear and steady eye on whatever presents the greatest impending threat to the people whom we are called to protect. We advertise ourselves as Guardians. That's what Guardians do.

Muti-mission capability for the future depends on the right tools — which is why re-capitalization remains a critical priority. Deepwater and the National Distress and

Response System are the first-fruits of what must be an ongoing process to replace obsolete capability with assets that will also improve the security of our homeland.

Ideals are like stars; you will not succeed in touching them with your hands. But like the seafaring men on the desert of waters, you choose them as your guides, and following them, reach your goals.

We set out to raise the visibility of our service, to restore its readiness and to shape its future. Having come to today, there is yet so much more to do.

Tom Collins is waiting not so patiently to relieve me. He is ready to lead you all to do the "so much more." He is a good, good man and a gifted leader. I know he will concentrate on the mission and taking care of sailors and their families.

The change of watch

Before I relinquish the watch and go below, let me reinforce the President's sober warning about the times in which we live:

[Quote] "We face an enemy of ruthless ambition, unconstrained by law or morality. The terrorists despise other religions and have defiled their own. And they are determined to expand the scale and scope of their murder. The terror that targeted New York and Washington could next strike any center of civilization. Against such an enemy, there is no immunity, and there can be no neutrality." [End quote]

As an open society, we are still perilously vulnerable. Citizenship requires us each to stay alert, as well as able and willing. It requires us all to stay alert-together, as one.

Major General Joshua Lawrence Chamberlain won the hearts of his men and the admiration of a grateful nation for his heroism at Gettysburg.

In later life, when he looked ahead to see all that lay before him, whether the future portended bright promise, uncertainty, or calamity, he wrote this word of admonishment — a word that we would all do well to heed:

"We know not the future, and cannot plan for it much. But we can determine and know what manner of men we will be whenever and wherever the hour strikes."

To my Coast Guard colleagues and to my fellow citizens, I say that hour for us is now at hand. Be able, Be willing. Be Semper Paratus!

God Bless America and God Bless the U. S. Coast Guard. Adm. James M. Loy, USCG, (ret.), excerpts from his change of command speech May 30.

Massive SAR operations launched in response to crashes of Air Alaska Flight 261 and Egypt Air Flight 990

Partnership with NAACP to promote educational and career opportunities

Innovation Council established to encourage transformation in CG business processes

Joint Rating Review combined BM/QM and ET/FT ratings; OS and IT ratings created

CG units confiscated 26,931 pounds of cocaine, the largest maritime cocaine bust in history

CG mounted largest port security operation since World War II in response to

Improved sea duty initiatives implemented to recognize personal sacrifices of crews

2002

Mexico, Russia and USCG developed a plan to coordinate pollution response

Future Force 21 project established to position the workforce of

Dramatic helicopter rescue of 34 people from sinking cruise ship Sea Breeze

National Strike Force assisted with oil spill cleanup at Galapagos Islands

CGC SHERMAN became first cutter to circumnavigate globe

CG-drafted Terrorism Resolution passed by International Maritime Organization

Trac



dewinds

Story by PA2 Kimberly Wilder, LantArea
Photos courtesy of U.S. Army South



The morning sun dawns bright and clear over the crystal blue waters of the Caribbean. The shrill tolling of a fire alarm cuts through the fragrant morning air. The CGC *Gentian*, in the guise of a visiting cruise ship, simulates a major fire casualty while the participating nations in the 17th annual Tradewinds scurry to their vessels and crisis gear to respond.

Exercise Tradewinds, a security and disaster relief exercise held each year in March and April, is a Joint Chief's of Staff directed and U.S. Southern Command sponsored exercise, executed by the U.S. Coast Guard Atlantic Area and U.S. Army South. It's designed to enhance capability and promote cooperation for Caribbean regional responses to crises, increase mutual understanding and support, foster relations, enhance security operations and maritime counter narcotics abilities and respond to natural disasters.

This year's participants numbered about 1,000 military and law enforcement officers and 15 vessels from Antigua and Barbuda, the Bahamas, the Dominican Republic, Barbados, Belize, Dominica, Grenada, Guyana, Jamaica, St. Kitts and Nevis, St. Lucia, St. Vincent, Trinidad and Tobago, Netherlands Antilles, the United Kingdom and the United States.

Coast Guard participants included new Atlantic Area Commander, Vice Adm. James D. Hull, who was the Ninth District commander at the time, Rear Adm. James S. Carmichael, Seventh District commander, members of the Atlantic Area International Operations Branch from Portsmouth, Va., a deployable logistics

team from the Maintenance and Logistics Command Atlantic in Norfolk, Va., members of the International Training Division from Yorktown, Va., the Coast Guard Caribbean Support Tender *Gentian* homeported in Miami, Operation Bahamas Turks and Caicos drug interdiction task force based at the U.S. Embassy in Nassau, Bahamas, and a Training Assistance Field Team from Puerto Rico.

The exercise was conducted in two phases: the Northern Maritime Phase hosted by the Royal Bahamas Defense Force in Nassau, April 6 - 12 and a combined Southern Maritime/Ground Phase hosted by the Antigua Barbuda Defense Force in St. John, Antigua, April 5 - 27.

The Northern Phase consisted of two days of ashore training on firefighting techniques, at-sea survival, weapons range and a maritime law enforcement/boarding officer course conducted by the ITD and three days of underway training. Following the ashore training on maneuvering skills, man overboard and recovery drills, gunnery exercises, barrier patrols and a final coordinated surface/air go-fast detection, interception and boarding drill.

The Southern Phase had three areas: in-port training, underway training and underway training in support of ground forces. The in-port training consisted of operation center staff training, fire fighting, damage control, small arms training, search and rescue and law enforcement. The underway training consisted of a search and rescue exercise, shipboard drills and formation steaming; and



Vessels from the different Caribbean nations cruise alongside the CGC *Gentian* during the gun exercise for Tradewinds 2002.



Emergency personnel tend to the injured passengers, role-played by local citizens, off a cruise ship, at the Heritage Quay Harbor in St. John's, Antigua, during the disaster scenario for Tradewinds 2002.

the training with ground forces included law enforcement training with go-fast boats, air drops and a “mother ship,” amphibious insertion of special forces, barrier patrols and harbor blockades.

The final training exercise of the southern phase of Tradewinds simulated a major tri-island drug operation being conducted by a heavily armed drug cartel and a major fire onboard a cruise ship in the harbor. Overwhelmed, the governments of Antigua, Barbuda and St. Kitts requested the assistance of the Caribbean military and police forces.

“What happened in the past was that the Coast Guard’s maritime training and the Army’s land training were separate.

This year, we finally designed the maritime training to support the Army training,” said Lt. j.g. Todd Anderson of

Coast Guard Atlantic Area’s International Operations Division. “This is the first time in the history of the Tradewinds exercise that the southern phase actually was integrated, and the two forces had to talk to each other.”

“During the exercise, the drug cartels on each island had boats that would run out from the island to mother ships and the Army actually had to call for support in stopping the boats,” Anderson described.

“This form of integrated training had to be linked back in the initial planning for the exercise,” said Anderson.

During the final scenario, the Army simulated a mass casualty on the pier next to a real cruise ship while the

Gentian simulated a burning cruise ship in the harbor.


“The Army did a great job of giving the volunteer victims realistic wounds with fake blood,” said Anderson. “It tested the local ambulance and emergency services. Unfortunately, the pipe (intercom) onboard the cruise ship to let the real passengers know that the victims on the pier were only acting was not heard by everyone. A lot of the passengers disembarking to go shopping in St. Johns were alarmed by the bloody scene on the pier. Luckily there was a good mix of the acting victims laughing among the realistic cries of pain.”

In addition to the classroom training and the hands-on scenarios, Tradewinds hosts the Distinguished Visitors program and the Concept Development Conference.

As a key part of Tradewinds, the DV program is an opportunity for senior defense and civilian leadership to observe the combined-forces exercise and promote familiarity and open discussion between nations.

The purpose of the CDC is to identify host nations for next year’s Tradewinds and develop a concept for the exercise.

With the ending of Tradewinds 2002, Anderson reflected on the significant differences in this year’s operation compared to previous Tradewinds.

“This was the first year we had true host nation planning and development, meaning, Antigua actually put the plan for the training together. This has been one of the goals of Tradewinds all along — to have the countries we are working with develop their own training and implement it with their people. We are definitely moving in the right direction for helping the Caribbean coast guards achieve their full potential.” 

“We are definitely moving in the right direction for helping the Caribbean coast guards achieve their full potential.”

Lt. j.g. Todd Anderson

Building international friendships

Story and photo by PA3 Anastasia Burns, 7th Dist.

Men dressed in an array of different uniforms gather in a small group while glancing suspiciously at some similarly dressed crewmembers aboard a steely gray Bahamian coast guard vessel moored 20 feet from them.

The group talks quietly among themselves, deciding the best plan of attack. Readying themselves for the worst, the sailors straighten their uniforms, stand a little taller and approach the vessel.

The captain of the Bahamian ship Nassau welcomes his classmates aboard to "inspect" the vessel. The boarding team members jump up one at a time, and, once assembled, begin to question the captain. Their red-shirted instructors from the International Training

Division of the U. S. Coast Guard stand in the shadows, silently observing and nodding to each other.

Once the eventless boarding is complete, the two sides are classmates again, joking and laughing, talking in a heavily-accented mix of Spanish and English. They have all successfully completed their boarding officer exercise.

The maritime law enforcement course is one of many the coast guards of the Caribbean will complete. Coast guards from the Bahamas, Dominican Republic, Belize, Jamaica, Guyana, and Trinidad and Tobago attended the Tradewinds 2002 Northern Maritime Phase in the Bahamas April 6 - 12.

At Tradewinds 2002, an operation involving many of the coast guards from the Caribbean, sailors are instructed in search and rescue drills, weapons tactics, damage control, firefighting and law-enforcement techniques.

Supported by the U.S. Embassy, U.S. Southern Command, the U.S. Coast Guard and the Royal Bahamian Defense Force, the 17th annual operation was a complete success, according to CWO John McEwen, head of logistics for the event.

More than 200 crewmembers from four ships took part in the training, and many of the sailors were old friends.

"The interaction, friendship and camaraderie between the Gentian crewmembers and their former shipmates and friends on the other vessels were absolutely amazing to see," said Cmdr. Tom Morrison, captain of the CGC Gentian. "Three of the four operations officers of the major ships involved all lived together at one time or another onboard the Gentian. These four officers took charge of all the exer-

cises and made each and every one of them smooth, well-organized and beneficial to all involved."

"It has been a very good experience," said Able Seaman Lenryk Rolle of the Royal Bahamian Defense Force. "I have been around the Caribbean and South America [conducting] training. I have also been exposed to many different cultures, which has allowed me to forge friendships by acting with persons on board, and I appreciate being selected by the [Royal Bahamian] Defense Force to be on the Gentian."


The friendships create a more comfortable working environment for the students.

"It's important that the students are able to sit down together and collaborate on an operation," said BM1 Johnny Roach, an instructor at the ITD. "We bring the most up-to-date information and techniques to the classroom, and the relaxed, friendly environment lets the students focus fully on working together to understand the material."

The ITD instructors train junior officers and enlisted to work as a cohesive unit when they conduct joint operations with services from other countries. As they move up the chain to more senior positions, operations run smoother because they have been trained to work with each other, said Roach.

"It's good to see them able to sit down at the same table and talk," Roach added.

Many of the Coast Guard crewmembers look forward to coming back next year to not only practice and hone their skills, but to catch up with their international shipmates.

"Watching this group of friends working together and enjoying themselves was incredible," said Morrison. "It demonstrated to many why being a sailor is so special." 



Maritime law enforcement students in the gray rigid hull inflatable boat prepare for a mock boarding of a go-fast boat while the CGC Gentian stands by with the rest of the students on deck.

Tradewinds 2002, held in Antigua-Barbuda on April 6-12, is a multi-phased, joint field training exercise that provides participating nations an opportunity to assemble a multinational force to promote interoperability, improve collective readiness, enhance regional engagement and foster professional relationships on a regional basis.



Partners in protection

The background of the entire page is a photograph showing the silhouettes of two men in military uniforms. They are standing against a bright, golden sunset sky. The man on the right is taller and has his arm around the shoulder of the shorter man on the left. The sun is low on the horizon, creating a strong backlight effect.

Story by PA1 Scott Carr, 7th Dist. and
Marine Cpl. Zachary Crawford, Camp Lejeune



The silence of a cool Charleston, S.C., night was shattered as the sound of machine gun fire echoed off brick buildings and parachute flares lit up the sky as a group of terrorists conducted a simultaneous water and land attack on Coast Guard and Marine Corps personnel April 23.

The frontal water and land attacks were actually a diversionary tactic for swimmers who were attempting to attach explosive devices to the hull of a moored Coast Guard cutter in an effort to blow it up.

Coast Guard boat crews from the interim Maritime Safety and Security Team, manned by Tactical Law Enforcement Team North, engaged in a cat and mouse display of high-speed boat tactics with an opposing 20-foot boat.

All of these actions were not from actual terrorists, instead, they were from Coast Guardsmen and other personnel acting as terrorists for a training exercise.

Coast Guardsmen, U.S. Marines and civilian law enforcers took fortified positions here and hosted one of the largest waterborne maritime exercises ever held in the port city.

Approximately 50 Coast Guardsmen from Camp

Lejeune's Port Security Training Detachment and more than 100 Marines from the 4th Marine Expeditionary Brigade (Anti-Terrorism) joined hands with federal and state law enforcement agencies to practice anti-terrorism and port security during Exercise Harbor Shield-2002.

During the exercise, the Marines focused on specific shore, pier and port security tactics, techniques and



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE



Security force Coast Guardsmen patrol the waters around Charleston, S.C., and escort any large vessels transiting that area to maintain a security zone.

MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE

procedures. Coast Guardsmen served as port security instructors as well as opposing-force role players during the 48-hour final portion.

Fighting terrorists

As part of the exercise, the 20-foot opposing boat, operated by two Port Security TRADET members acting as terrorists, entered into a security zone around the CGC Gallatin, a 378-foot high-endurance cutter homeported in Charleston. The cutter simulated a military ship whose crew was scheduled to depart for the Middle East.

While the MSST boat crews shadowed and screened the threatening boat away from the Gallatin, Marines manned defensive positions at the end of the pier, and about 12 other Marines armed with M16 rifles were strategically located on the waterfront.

The terrorist boat made a final attack after the shore attack was repelled. The terrorists outmaneuvered the MSST boat and became aggressive inside the security zone. It came within 500 yards of the Gallatin. The MSST boat broke off their chase. The Marines on the pier opened fire and destroyed the attacking boat.

Harbor Shield provided an opportunity for Coast Guard units in



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE

High alert Coast Guardsmen and U.S. Marines coordinated many security watches and various search efforts during Harbor Shield.



Standing guard U.S. Marines stand security watch aboard the CGC Gallatin, which simulated a military preposition ship scheduled for deployment to the Middle East, during the port security training exercise in Charleston, S.C.

Charleston to examine the interoperability of federal, state and local law enforcement partners. These maritime security partners work closely together to detect and address potential threats to the Port of Charleston.

"You will always fight like you train," said Cmdr. Jim Tunstall, commanding officer of Group Charleston. "You have to walk before you run. That's what we're doing here. We're learning to walk. Since this is a fairly new concept working with so many different agencies, I think this will be a successful exercise if everyone comes out of it unharmed and we have a long list of lessons learned."

Crucial preparation

For the Port Security TRADET, the exercise had a couple of benefits.

It allowed the detachment to conduct tactical boat training for all maritime law enforcement agencies involved and play the role of opposition forces for the exercise.

The training also helped the detachment develop lessons learned to help them create a viable training regiment for the four new MSST units that will be established this year. This was a very important aspect of the exercise because the detachment is responsible for training the new MSSTs.

MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE

**"THIS IS THE
FIRST TIME WE'VE
DONE ANYTHING
LIKE THIS."
Marine Capt.
Lee Melton.**

For the Marines, Harbor Shield was an opportunity to take a real-world scenario and work with the Coast Guard, something the Marines admit is new to them.

"This is the first time we've done anything like this," said Marine Capt. Lee Melton. "We want to develop the skills we'll need and take them anywhere in the real world."

The working relationship established between the Marines and the Coast Guard could easily be put into practice in a foreign or even a domestic port.

"The training we're doing here is aimed at sharpening our skills when dealing with the protection of foreign as well as (United States) naval assets," said Brig. Gen. Douglas V. O'Dell, 4th MEB's commanding general.

"The tactics we are practicing are used both in and out of the United States when dealing with anti-terrorism," added O'Dell.



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE

Teaming up During Harbor Shield, U.S. Marines and Coast Guardsmen coordinated in many port security efforts including a personnel search exercise, *top*, and maintaining a security zone and guarding against opposing aggression, *below*.



MARINE CPL. ZACHARY CRAWFORD, CAMP LEJEUNE



SEAMAN CRYSTAL NORMAN, D7

Under the sea During the swimmer identification portion of the training exercise, Coast Guard personnel from the Port Security Training Detachment and U.S. Marines demonstrate how security threats can come from beneath the water.



SEAMAN CRYSTAL NORMAN, D7

"The tactics we are practicing are used both in and out of the United States when dealing with anti-terrorism."

Brig. Gen. Douglas V. O'Dell, U.S. Marines

Reaping the rewards

When the members of MSO Charleston decided to conduct the exercise, they hoped it would increase the knowledge and interoperability of their local port security partners.

"From the local perspective, I thought the tactical training was extremely successful and I couldn't be happier," said Cmdr. Gary Merrick, commanding officer of MSO Charleston. "The exercise helped us to gain a greater understanding of what our area security plan should look like for the overall protection of the port."

The week prior to the exercise, participants from the MSO, Coast Guard Stations Charleston and Georgetown, TACLET North from Yorktown, Va., South Carolina Department of Natural Resources, City of

Charleston Marine Patrol, Charleston County Marine Patrol and North Charleston Marine Patrol underwent a rigorous training regiment.

All of the law enforcement participants received classroom and practical training on swimmer identification, pier sweeps both on foot or from a boat, daily boat tactics training on enforcement of two or three boat security zones, high value assets escorts and general port security.

Eye to the future

The detachment came out of this exercise with a huge list of lessons learned.

"We had a list of lessons learned even before the exercise began," said Cmdr. Fred White, officer in

Harbor Shield was an excellent opportunity to conduct extensive training in an **EXTREMELY REALISTIC** scenario.

BM1 Tim Parker, MSST 602


charge of the detachment. "The exercise was an enormous undertaking. No one got hurt, we conducted boat training and raised public awareness. Now, we have the arduous task of sifting through all the data and extracting the pertinent information to incorporate it into a training program for the new MSST units in a very short period of time."

For MSST 602, Harbor Shield was an opportunity to conduct extensive training in an extremely realistic scenario, according to BM1 Tim Parker, a member of MSST 602.

All the underway time, training and realistic

scenarios MSST 602 experienced will be put to good use as the unit gets ready for four real-world deployments to the Seventh Coast Guard District.

Harbor Shield started as an idea last Fall to train Charleston area port security resources in tactical port security boat crew training. By April, Harbor Shield had grown into a full-scale field training exercise focused on real-world scenarios.

Coordinating the task wasn't simple, but the ripple effects of Harbor Shield should be seen for years to come as the Coast Guard continues to take the lead in maritime homeland security. 



MARINE CHL. ZACHARY CRAWFORD, CAMP LEJEUNE

Guarding Co

On Dec. 13, 2000, the Coast Guard helped severely damaged USS Cole, which just months earlier was attacked by terrorists, reach a Mississippi port. Now, the Coast Guard is escorting the Cole out of that port and back to duty.

Story and photos by PA3 Kyle Niemi, 8th Dist.



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Heading home The Cole leaves port for the first time since it was attacked by terrorists Oct. 12, 2000.



Coast Guard Station Pascagoula, Miss., Naval Station Pascagoula, Jackson County Sheriff's Department and the Pascagoula Police Department combined April 19 to escort the USS Cole back to sea for the first time since it was attacked by terrorists Oct. 12, 2000.

The Cole departed Northrop Grumman's Ingalls Shipyard, which repaired it after a terrorist attack in Yemen killed 17 crewmembers and crippled the ship, and began its journey back to its homeport of Norfolk, Va., and back to active service.

The terrorist attack resulted in a 40-by-60-foot hole in the ship's side. The ship had to be transported to Mississippi for repairs onboard the vessel Blue Marlin, a large transport vessel.

The cooperation of Coast Guard, Navy and local and state law enforcement units helped ensure a safe escort into port then, and that same cooperation now helped ensure a safe departure for the Cole.

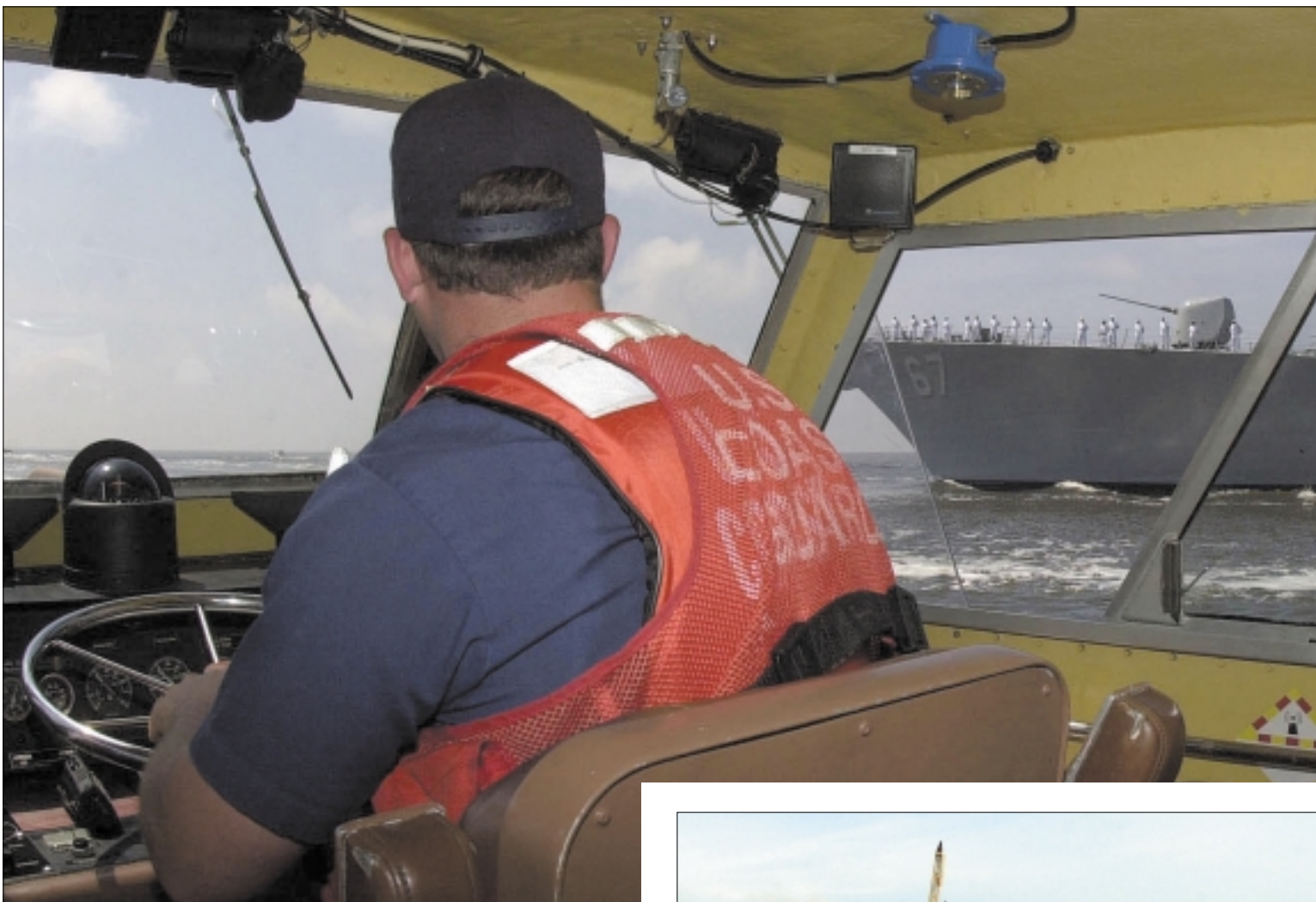
The Naval Criminal Investigative Service was in charge of the escort, and FBI agents provided assistance on land and water.

"We were the primary force-protection coordinating agency," said Special Agent Debra Hamilton of the NCIS office in Pascagoula.

"Communication and cooperation has taken a much higher priority," she said. She added that sharing of information was critical to the event.

Hamilton said the Coast Guard was crucial in covering all the avenues of access that ships had to the Cole.

BM3 Joiner said it's not team Coast Guard anymore, it's "team America."



"I think it went well," said BM3 Terry Joiner, coxswain of the 41-foot patrol boat from Station Pascagoula. He added there were more than 70 law enforcement personnel involved.

Station Pascagoula provided the patrol boat and a 23-foot safe boat to maintain a security boundary around the ship.

The station provided further assistance by requiring that all vessels involved in the escort carry a boarding team aboard.

The boats escorted the Cole about 15 miles from the shipyard, preventing other vessels from coming within 500 yards of the warship.

"Since Sept. 11, we have worked hand-in-hand with the Navy," said Joiner. "Without Coast Guard and Navy cooperation, it just leaves an open window for terrorists."

BMC Barry White, officer in charge of Station Pascagoula, said the Cole had been considered a high-interest security requirement since Sept. 11.

"Due to the terrorist actions, the Cole was identified as a potential target," said White.


White's crew provided almost constant protection by means of small boat patrol. White said he was proud to see so many people come to see the Cole depart,



including many of the workers who repaired it. He was also happy to see so many people volunteer their time and services for the mission.

"It was a total cooperative effort from all the agencies involved," said White. "That was the only way we were able to make an event like this as safe as it was."

Joiner said there is no such thing as team Coast Guard anymore. "It's now team America," said Joiner.

"You've got more than one service protecting America, and we've got to pull together to accomplish one job," he said. 

A watchful eye A 41-foot boat from Station Pascagoula maintains a safety zone around the USS Cole as it begins its journey to its homeport of Norfolk, Va., where it will return to active service.



NOW THIS IS DUTY Petty Officers Bill Jensen and Jason Wishart get some fresh air while they cruise near the harbors and marinas along Cape Cod Canal, Mass., looking for pollution and ready to answer questions for the public.

Pedal Pushers

Story by PA3 Amy Thomas and photos by PA3 Andrea Stevenson, 1st Dist.

Summer is almost here, and it won't be long before the marine science technicians at the Marine Safety Field Office on Cape Cod, Mass., dust off their mountain bikes in preparation for a second season of duty patrolling the harbors and marinas on Cape Cod and surrounding islands.

Some may scoff at calling it duty — who wouldn't want to ride along the bike paths and coastlines of Cape Cod on a picturesque summer day? The bike patrols, which debuted last summer, have proven to be an effective way of promoting pollution prevention awareness and safe boating practices to the boating public.

"Since we started using the bikes, we've seen a 50 percent spike in pollution reports," said Lt. Joel Roberts, the supervisor at the MSFO.

Bike patrols in Hawaii and on the West coast have been successful, Roberts said.

"You have to do it where it fits," he said. It fits like a glove on Cape Cod, which hosts millions of tourists every summer and sports a large boating population.

Raising the visibility of the Coast Guard's environmental protection mission and pollution prevention awareness are the main goals of the bike patrols, Roberts said.

MST2 Jason Wishart, one of the members of the bike patrol, said he thinks the patrols are a perfect opportunity to raise visibility. When people see the Coast Guard riding around on bikes, they want to know why. This curiosity opens up the lines of communication, naturally segueing to discussions about pollution and boating safety.



KNOWLEDGE IS POWER
A bike patrol team informs a boat owner how he can help keep the Cape Cod waters clean.

With the education the bike patrol officers are offering, through brochures they carry in their saddlebags and face time, Roberts said boaters are now more aware of how to avoid polluting the water and know what to do if they see pollution. They are also not as tentative of reporting pollution as they once were.

“A lot of marina managers are under the impression they’ll be fined if a boat owner has a spill at their marina,” Roberts said. “That’s not the case. After we explain what our mission is and that they won’t get into any trouble, they want to know how they can help.”

Roberts said that the uniform the bike patrol officers wear makes them more approachable. The uniform consists of bike shorts and a golf shirt.

“Before the bike patrols, interaction with the public was limited to enforcement activity,” Wishart said. “Now, it’s a friendlier atmosphere. We don’t carry a gun or anything, so we’re not as intimidating to people.”

Patrolling on bikes gives Wishart and his partner, MST3 Bill Jensen, greater accessibility to some of the smaller communities on the Cape. Summer tourism brings congested traffic, and parking is at a premium. The bikes make navigating the Cape’s highways much more manageable.

It’s also cheaper. Taking a vehicle on a ferry to Nantucket or Martha’s Vineyard in the summer costs \$155 each way.

“We went to Nantucket 25 times last summer,” said Roberts. “Multiply that by \$300, and there is

considerable savings.” The \$300 normally shelled out for one ferry ride more than covers the cost of a new bike and all the accessories.

The initial cost of outfitting the MSFO with two new bikes and accessories, and new uniforms for the patrol officers was about \$2,200; one thousand dollars of that was paid by the commercial fisheries division at the First Coast Guard District in Boston.

“We looked at it as another way to reach more people in remote fishing industry areas to help spread the word about safety and the availability of voluntary dockside exams,” said Ted Harrington of the district’s commercial fisheries division.

“Fishermen are always asking questions about safety equipment and what they need to do to properly dispose of oily waste,” Roberts said. “They realize that in the long run it’s going to save them a lot of money if they do it right.”

“Prevention is the key,” he added.

Wishart said the bike patrols have also improved the relationship the Coast Guard has with the local police and fire departments and harbormasters.

“They know what we’re doing out there and what we’re looking for,” Wishart said. “If something should ever happen, they know who to call.”

Wishart said he is certain the bike patrols will take on new significance in this first post-Sept. 11th summer. He thinks people will want to know more than ever about the Coast Guard’s roles and missions, and what’s being done about homeland security.

reaching the public

Jensen chats with a vacationing family along Cape Cod Canal about boating safety.



The bike patrols will be the primary means of promoting maritime domain awareness on Cape Cod, Roberts said. The public will be informed what they can do to help keep their communities not only clean, but also safe.

“I think it’s going to give the public a greater sense of safety,” Wishart said. “They’ll see the bike patrols as more of a security effort.”

With over 1,000 miles of shoreline around Cape Cod, Nantucket and Martha’s Vineyard, the MSFO’s bike patrol officers are not alone in their mission.

Roberts said they are coordinating security patrols with Coast Guard Group Woods Hole, the Marine Safety Office in Providence, R.I., and Air Station Cape Cod in order to get the greatest coverage and avoid duplicating their efforts.

“We don’t want to be waving at each other as we do our patrols,” Roberts said.

There are no special requirements for the petty officers at the MSFO to be members of the bike patrols, other than the marine science training they receive through the Coast Guard. They just have to be able to ride a bike and have a willingness to talk to people.

“You’ve got to have an outgoing personality, because when someone notices you, they’ll come up and start talking,” Roberts said. “The next thing you know, you’re surrounded by a bunch of people.”

Roberts admits the command at the MSO in Providence was skeptical, at first, of the idea of the bike patrols.

“I don’t have any problem with my guys enjoying themselves while they do their job,” Roberts said, but it took some effort to convince his commanding officer that the patrols would work — for everyone.

Roberts said he firmly believes the patrols are a good balance between the mission, wellness and morale. So far, he hasn’t been wrong.

“You get out in the sun and get some exercise,” said Jensen “And every time you tell someone about what you do, you learn more about what you do. You get a little bit better at it.”



making an appearance
Jensen and Wishart wind their way into a small, busy marina to get close to the action and have more contact with the boaters and marina operators.



The Foundation for Coast Guard History annual awards

One of the goals of the Foundation for Coast Guard History is to make Americans aware of the Coast Guard's heritage. They do this by offering book, heritage, unit history volunteer awards to those people, both military and civilian, who contribute to documenting and publicizing the Coast Guard's history.

The Foundation established a nonfiction book award to encourage people to write about the service. There are two categories and each book is judged in the areas of research, presentation and field contribution. The judges are professional maritime historians or people recognized in the field of Coast Guard history.

The Foundation also grants heritage awards to people who contributed making known the heritage of the Coast Guard prior to the establishment of the Foundation in 1999.

And, the third award given by the Foundation is the unit history award. This award goes to two Coast Guard units, one large and one small, that strived to make known the service's legacy and traditions. This award is open to any active or reserve unit, spouses club or auxiliary unit. The award includes a plaque and a monetary donation to the unit's morale fund.

The final award is a special recognition award granted occasionally to individuals and units that have volunteered to further the Coast Guard's heritage.

And the winners are:

Book awards for 2000-2001:

Coast Guard History:

Best Book:

g "Intelligence in the Rum War at Sea, 1920-1933," by Lt. Cmdr. Eric S. Ensign. Ensign is the first active-duty person to win a book award in this category from the Foundation.

Special Recognition:

g "Disasters, Rescues and the Perilous Future of the Coast Guard's Small Boat Stations," by Dennis L. Noble.

g "Coast Guard Action in Vietnam: Stories of Those Who Served," by Paul C. Scotti.

Lighthouse and Aids to Navigation:

Best Book:

g "Lighthouses of Texas, 2nd edition," by T. Lindsay Baker.

Special Recognition:

g "Women Who Kept the Lights: An Illustrated

History of Female Lighthouse Keepers, 2nd edition," by Mary Louise Clifford and J. Candice Clifford.

g "Keepers of the Lights: Lighthouse Keepers & Their Families, Door County, Wisconsin--1837-1939," by Steven Karges.

Heritage awards for 2002:

g Paul H. Johnson is recognized for his great efforts in establishing a U.S. Coast Guard Museum at the U.S. Coast Guard Academy.

g Retired Coast Guard Capt. David A. Webb, USCG (ret.) is recognized for his efforts in being the first volunteer curator of the Coast Guard Museum Northwest in Seattle, Wash

g William D. Wilkinson is recognized for his work on the rescue craft of the U.S. Coast Guard and for museum exhibits about the service while Director of the Mariner's Museum, Newport News, Virginia.

Unit History awards for 2002:

g **Large unit:** Coast Guard Yard in Curtis Bay, Md. The Coast Guard Yard's efforts cover many years of featuring the heritage of their unit that included two published books, calendars, pictorial history displays, brochures and displays.

g **Small unit:** The Coast Guard International Ice Patrol in Groton, Conn.

The judges noted the commendable policy of the IPP of "preserving and recording the history of our unit as it unfolds in our daily operations, as well as continually seeking opportunities to publicize our efforts ..." The IPP recently initiated a ceremony to honor those who served on the Coast Guard's Greenland Patrol in World War II.

Special Recognition for 2002:

g Coast Guard National Motor Lifeboat School, Ilwaco, Wash.

The instructors of the school volunteered to provide technical assistance in helping the Columbia River Maritime Museum in Astoria, Ore., prepare a 44-foot motor lifeboat for a major Coast Guard exhibit.

g Coast Guard Station Tillamook Bay, Garibaldi, Ore.

The crew of station volunteered their off-duty time to helping the Columbia River Maritime Museum prepare a 44-foot motor lifeboat for a major Coast Guard exhibit. The crew has painted and restored the entire boat and provided technical assistance to the museum.

Dennis L. Noble



PHOTO ILLUSTRATION BY PAUL LIZ BRANNAN, C-IPA

Housing

Mobile is a small, rapidly developing city that's home to about a quarter million people. Apartments cost around \$375 - \$550 per month for a one bedroom, or \$600 - \$750 for a two-bedroom. Home prices usually range from the \$70,000 and up.

Facilities

Group Mobile provides an exchange, dental & medical facilities, a Coast Guard credit union and two workout rooms. ATC Mobile provides a larger exchange, gym, dental & medical facilities, outdoor volleyball and tennis courts, and a swimming pool. Eglin AFB, NAS Pensacola, and Keesler AFB are all a little over an hour's drive.

Education

The Mobile area is ideal if you're looking for a small college to further your education. Numerous schools cater to the adult student with various night and online degree programs.

Greetings from CGC Cobia, CGC Stingray and Chester

Nestled 30 miles into Mobile Bay from the Gulf of Mexico, the 87-foot CGCs Cobia and Stingray share a pier at Coast Guard Group Mobile, Ala. Each has a lieutenant junior grade as a commanding officer, an MKC as engineering petty officer, a BM1/QM1 as executive petty officer, and seven enlisted crewmembers.

When both cutters are in port together, they run a combined watchstanding program that allows petty officers a 1-in-20 OOD watch rotation and non-rates a 1-in-9 watch rotation.

Commissioned in 1999, these new patrol boats include two and three person staterooms, which allow mixed-gender crews and greater habitability.

The 87-footers even offer Chester the alligator as a mascot during the spring and summer months — just watch out when you're on the paint float!

When not fending off alligators or mosquitoes, you'll be kept busy conducting port security, search and rescue, living marine resource and environmental protection, recreational and commercial marine safety, and the occasional alien migrant interdiction operation.

Mobile offers southern hospitality with a nautical charm. There are hundreds of activities and restaurants

to fill up free time and empty stomachs. Mobile is also home to the original Mardi Gras, instituted in 1704 in this country. Enjoy yourself during the two-week Mardi Gras celebration by filling yourself with shrimp, jambalaya, mud bugs, boiled peanuts, gumbo, and even alligator on a stick! Mobile is perfect for avid anglers, hunters, and boaters. The fish are always biting and there is rarely a day when you can't go out.

Pensacola Beach, Dauphin Island, and Gulf Shores are within an hour drive for those who need relaxation. Any sport fans out there? Mobile hosts the world-renowned Azalea Trail Run, the Delchamps Senior Bowl and the GMAC Mobile Alabama Bowl. In addition, Mobile has minor league hockey, baseball, and basketball and nearby Gulfport and Biloxi are packed with casinos while Mobile has its own Greyhound track. Whether you visit the quaint downtown area on the Mobile River, the historic district with plantation homes, or the local beach communities, you'll find that Mobile is a city rich in history and offers a great mix of "big city" and "small town" experiences.

Story & photos by Lt. j.g. Kim Guedry, CGC Cobia and Lt. j.g. Kelly Skiles, CGC Stingray.

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



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THOMAS
EYE
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LOCAL COB

MIGUEL
MILLER
9-20-01
5-30-00

BOVIS
MARION N.
DEAN.

PAUL WALSH
GOD BLESS
THEM
ALL

U.S.
COAST GUARD

Atlantic Strike team members sign their names on the last beam of the World Trade Center before it is removed in a ceremony May 28.

PHOTO BY PA2 TOM SPERDUTO,
PADET NEW YORK