

# Coast Guard



March  
2003

Military • Multimission • Maritime

## Change of Watch

The Coast Guard officially becomes part of the Department of Homeland Security after a 36-year relationship with the Department of Transportation.



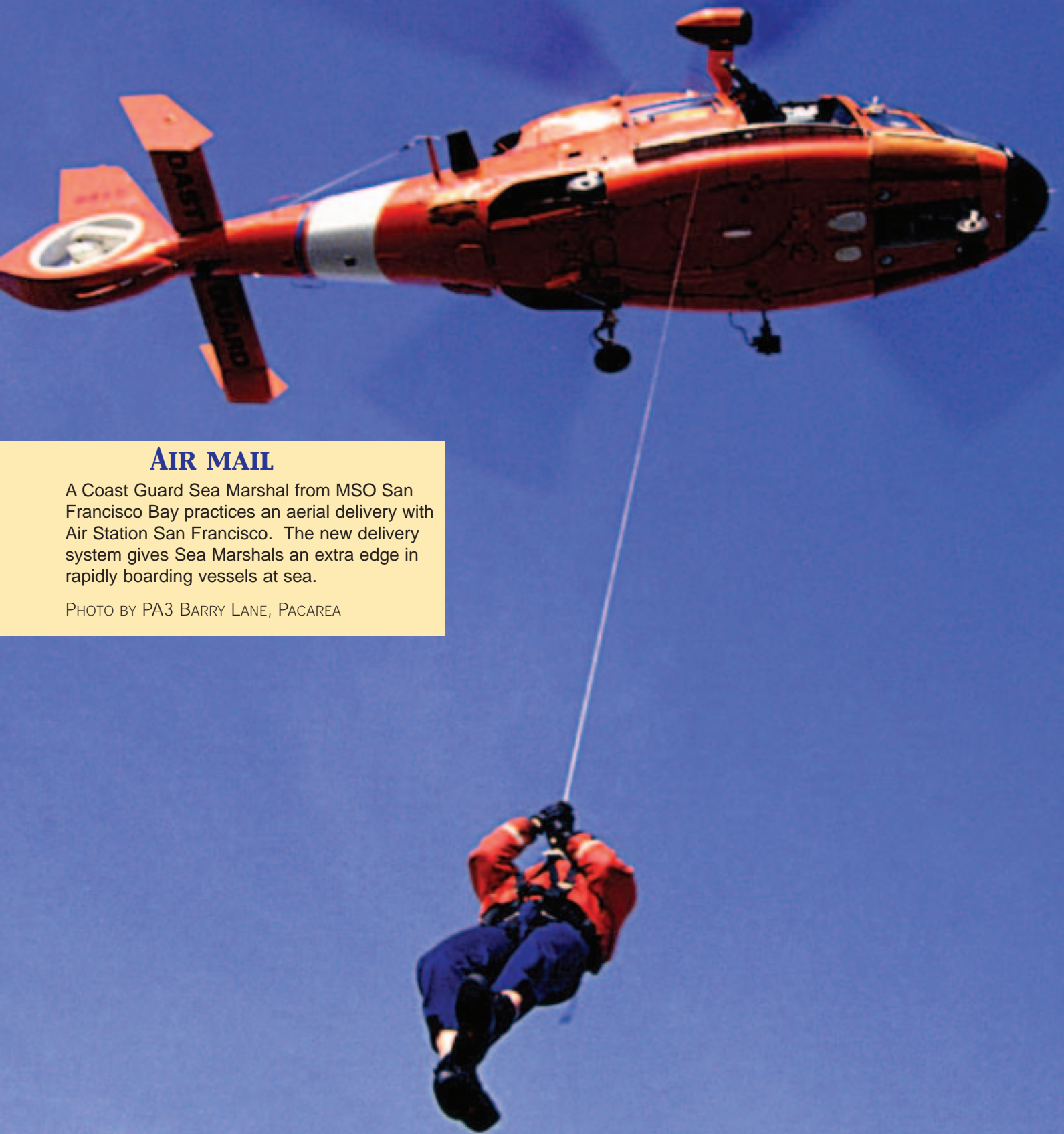
Rescue of 7 people



Space shuttle



Massive barge fire



## AIR MAIL

A Coast Guard Sea Marshal from MSO San Francisco Bay practices an aerial delivery with Air Station San Francisco. The new delivery system gives Sea Marshals an extra edge in rapidly boarding vessels at sea.

PHOTO BY PA3 BARRY LANE, PACAREA



# Coast Guard

March 2003

U.S. Department of Homeland Security

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USCG PHOTO

Coast Guard personnel from Activities New York discuss operations with an FDNY official at the Port Mobil fuel storage facility shortly after a barge carrying fuel exploded there.  
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PA3 MIKE IWODZKA, PADET NEW YORK



### ON THE COVER

Secretary of the Dept. of Transportation Norman Mineta, and Secretary of the Dept. of Homeland Security Tom Ridge hold the Coast Guard ensign during a ceremony signaling the service's move into DHS.  
AP Photo

## UP FRONT

### PROTECTING NATIONS

BM3 Rick Griffin patrols New York's East River near the United Nation Secretariat building Feb. 14 as part of increased security measures due to recent heightened threat levels. The chief U.N. weapons inspectors were scheduled to give their report on Iraq's weapons of mass destruction to the Security Council that day.

AP PHOTO



# UP FRONT

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## UP FRONT

### SURF AND TURF

Killeen Police officers and Texas State Troopers escort a flat bed truck carrying a Coast Guard 47-foot rescue boat at an intersection in Killeen, Texas, Feb. 13. The boat is being transported to a West Coast port where it will be shipped to Hawaii.

AP PHOTO



## UP FRONT

### LOADING UP

BM2 Harry Pinti prepares a MK 38, 25mm machine gun aboard the CGC Wrangell, a 110-foot patrol boat homeported in Portland, Maine, before departing for patrol March 12. Approximately 650 Coast Guardsmen on six cutters and two Port Security Units are serving in the Persian Gulf in support of Operation Enduring Freedom.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK









## UP FRONT

### HIGH CALIBER SECURITY

MK3 Branden Capps stands next to a 50 caliber machine gun ammunition tray aboard the CGC Wrangell, a 110-foot patrol boat homeported in Portland, Maine, before departing for patrol in the Persian Gulf March 12 in support of Operation Enduring Freedom.

PHOTO BY PA1 TOM SPERDUTO,  
PADET NEW YORK

## 7 rescued from life raft after abandoning ship

Atlantic City, N.J., Feb. 5 — Seven fishermen were rescued by five Coast Guard aircrews after their fishing boat began to sink 80 miles off the coast here today.



Ranger crewman Charles Convery tries to keep warm and dry following the Coast Guard pre-dawn rescue Feb. 5.

The Coast Guard received an Emergency Positioning Indicating Radio Beacon alert from the Ranger, a 107-foot fishing boat homeported in Port Elizabeth and started a search and rescue mission that used five rescue planes and helicopters from Coast Guard units in three states.

Planes and helicopters from Air Station Elizabeth City, N.C., a C-130 Hercules plane from Air Station Cape Cod, Mass., as well as two helicopters from Air Station Atlantic City were involved with the rescue.

The first rescue helicopter launched at 4:47 a.m. to search for the Ranger. When the helicopter arrived on scene, the rescue crew transferred five fishermen to the helicopter.

A Coast Guard rescue swimmer stayed with the two remaining fishermen in 10-15 foot seas as a second rescue helicopter made its way to the scene. They were rescued about 45 minutes later.

All the fishermen were taken to Air Station Atlantic City and met an ambulance from Atlantic City International Airport. Six of the seven were released, and one remained at a local hospital.

“These fishermen helped us save their lives. The EPIRB told us where to search, survival suits kept them warm, and their liferaft kept them out of the frigid water until our people could get them to safety,” said Capt. Bob Durfey, commanding officer of Group/Air Station Atlantic City.

Story by PA1 Patrick Montgomery and photos by PA2 Bill Barry, PADET Atlantic City



Two Ranger crewmen are helped off a Coast Guard helicopter after being rescued off the coast of Atlantic City, N.J.

## Coast Guard

America's Lifesaver and  
Guardian of the Seas

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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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## Astoria crew puts out runway fire

ASTORIA, Ore., Dec. 3 — An Air Station Astoria crew assisted in putting out a fire that erupted here today after a plane collided with an elk on the Warrenton Airport runway.

The crew, assigned to the Aircraft Rescue and Fire Fighting team, went into action just after 6 a.m. when they got the call that the plane was down.

"At first, I wasn't sure what happened. My heart was pumping; I just wanted to get out there as fast as we could," said one of the crewmen, AMT3 Chris Mertes.

The crew was briefed by radio in the truck as they headed to the scene.

They were told an elk wandered into the path of a Lear 36 jet as it raced down the runway at full take-off speed. The collision engulfed the aircraft in flames.

"There was no information about how many people were onboard or their condition. We knew we



The remains of a downed Lear 36 jet after colliding with an elk.

needed to get out there," said Mertes.

On the way to the scene, the rescue team came across a small truck heading away from the accident. Inside, the airport manager was driving three of the men from the downed airplane.

The manager informed the rescue team that all his passengers were unharmed and that a fourth man remained on the scene.

The passengers were safe, but 600 pounds of fuel remained in the aircraft.

The crew fought the blaze with fire fighting foam. The local Warrenton volunteer fire district and the Lewis and Clark Fire Department

arrived on scene a few minutes later and assisted the Coast Guard team.

Soon after, the fire was under control and extinguished.

As a result of the fire, the Lear jet was destroyed.

"It was scary at first, but you have to put fear behind you. You are there to do a job," said Mertes.

Air Station Astoria shares runways with the Warrenton Airport. Together they have the Air Station Mutual Aid Agreement, which mobilizes Coast Guardsmen to respond to emergency situations that may occur on the runways.

PA3 Constantina Mourtos, 13th Dist.

## WEBHOT!



<http://cgwebs.net/interpreter/>

Picture this: You stop a small pleasure boat to do a boarding and realize the

passengers speak Spanish, but no one on your crew speaks Spanish. You need an interpreter — now!

With the Coast Guard Auxiliary Interpreter Corps' Web site, you can get that interpreter in your area of responsibility



instantly.

This site is automated and interactive and all you need is a password to get an interpreter in less than a minute.

As an alternative, you can make a phone call to get an instant interpreter onboard.

It doesn't matter if it's Chinese, Italian, Arabic, Japanese, Lithuanian or even Yiddish you need; this Web site has a long list of languages from which to choose.

This Web site is just one more valuable tool from the auxiliary to make your job easier!

Think your Web site is unique?

E-mail the URL to

[jjzettles@comdt.uscg.mil](mailto:jjzettles@comdt.uscg.mil)

## Remembering the lost

PORT HUENEME, Calif., Jan. 31 — AMT2 Brandon Bashem prepares to drop a bouquet of roses into the ocean during a memorial service for the 88 victims of the Alaskan Airlines Flight 261 plane crash. All of the passengers and crew died three years ago today when their MD-83 jet plunged into the ocean here.

Coast Guard photo



# Around the world, around the clock

The Coast Guard rescued 16 people from ice floes near Marblehead, Ohio, Feb. 10. The high winds of a snow squall caused ice to separate from the shore, stranding several people on ice floes. An Air Station Detroit helicopter crew was diverted to the area and began hoisting people from the floes.

The CGC SPAR spent the month of February in Everett, Wash., completing a biennial training program. The purpose of the training was to prepare the crew of 47 for fire, flooding and machinery casualties, as well as to sharpen their navigation, seamanship, and rescue skills.



A rescue helicopter crew from Air Station Elizabeth City, N.C., gave 8-year-old Robert MacWilliams and his mother Ruth a ride to lift the boy's spirits. He was diagnosed with Non Hodgkins Lymphoma disease September 2002. The crew flew Robert and his mother over their house, Robert's school and the North Carolina coast.

The Coast Guard and the Mexican navy conducted a Joint Response Team meeting Feb. 11-12 in Matamoros, Mexico, to address and discuss pollution preparedness to protect the coastal areas of Texas and Tamaulipas, Mexico.

The crew of an Air Station Clearwater, Fla., C-130 located three missing boaters 11 miles southwest of Anclote Key Feb. 4. The three men were fishing on the 21-foot boat Whiteway when they ran out of gas.

### FY'03 By the numbers compiled March 5

Lives saved: 1,036  
SAR cases: 10,599  
Marijuana: 9,757 pounds  
Cocaine: 48,440 pounds  
Migrants: 2,705  
Security Zones: 184

Source: G-IPA-2

# Coast Guardsmen take helm of Dream Ship



PASADENA, Calif., Jan. 1 — A “dream team” of Coast Guardsmen participated in this year’s Tournament of Roses parade here today to celebrate the New Year.

The group rode on Smart and Final’s float Dream Ship. The float was decorated with bright, colorful flowers to express the theme of the parade: “Children’s Dreams, Wishes and Imagination.”

Peppermints were made with red and white carnations, lemon-drops were fashioned with yellow strawflower petals and waves were created with blue iris and sea foam static.

Amid the candy-shaped flowers, the riders waved and smiled to nearly a half-million viewers who showed up to watch the parade.

The “dream team” included six members: Cmdr. Molly Riordan of Air Station Los Angeles, Lt. Carlos Mercado of Marine Safety and Security Team 91103, AST2 Dennis Moyer of Air Station Los Angeles, YN1 Fernando Velez of the CGC Active, TC1 Quincy Brown of the CGC Alert, and Seaman Olga Bradley of the CGC Jarvis.

Story by G-IPA and photos by PA3 Louis Hebert, PACArea

Left: AST2 Dennis Moyer poses between two gingerbread men on the Dream Ship. Bottom: Smart and Final’s float, the Dream Ship, carries a group of Coast Guardsmen down the Tournament of Roses parade route. Right: Three Coast Guardsmen on the Dream Ship smile and wave to parade spectators.



# Child saved from attempted suicide

OSWEGO, N.Y., Feb. 11 — A petty officer from Station Oswego helped rescue a boy attempting suicide by jumping into the freezing waters of Lake Ontario today.

While on duty, BM2 Dennis McCann received a call informing him that a child was on the ice. McCann is a watch officer, and during the winter months when the lake and rivers are frozen, he is on call for ice rescue.

McCann drove to the waterfront where state troopers, Oswego police and firemen, and officers from the New York Department of Conservation were on scene.

An 11-year-old boy had walked out onto the ice of the Oswego River. Yelling and cursing, the boy was threatening to jump into the open water.

The shores of the Great Lakes were locked in the grasp of an arctic front.

Despite the freezing weather, a two-mile section of the Oswego River where it enters Lake Ontario remained ice-free.

“There were some officers on the ice trying to talk the boy back to shore,” said McCann. “I explained to the fire chief that we needed to get a boat into the water quickly.”

“I keep a ready bag in my car,” said McCann. “It contains all the gear I need to respond.”

The fire department’s rigid-hull inflatable boat was launched 150 yards down river.

“The whole time, the boy was watching everything and kept yelling that he did not want anyone coming near him,” said McCann.

As the boat moved toward the ice, the boy stepped toward the edge and threatened to jump.

Just as McCann and the firemen reached the edge of



STATION OSWEGO

McCann demonstrates an ice-rescue technique.

the ice, the boy jumped.

McCann lunged forward and grabbed the boy around the legs. Twisting quickly, McCann threw the boy onto his shoulder and rolled him into the boat.

“I knew I had to grab this kid and not let go of him,” said McCann. “The boy struggled and fought as the fireman and I dragged him the rest of the way into the boat.”

Once McCann had the boy in a bear hug, the boy was not going anywhere. The boy was crying and trying to escape.

The fireman quickly maneuvered the boat to a stable section of ice and the boy was turned over to the Oswego Police.

The wind blew at 20 knots, and the air temperature felt like minus 24.

“It was bitterly cold, but I felt pretty good,” said McCann. “I knew we had saved that boy’s life.”

Story and photo by PAC Adam Wine, 9th Dist.



## Play Time

KODIAK, Alaska, Feb. 11 — A CGC Sycamore crewman celebrates the successful completion of his team’s survival suit race in the harbor at Cordova during the 43rd Annual Cordova Iceworm Festival Feb. 7-9.

This was the first year for the Sycamore’s participation, as the cutter was commissioned in August 2002 to replace the 180-foot CGC Sweetbriar.

This year’s festivities included an auction, a basketball tournament, brilliant fireworks, the crowning of Miss Iceworm 2003, a variety of food and a candlelight walk down Mt. Eyak.

PA3 Sara Raymer, PADET Kodiak



# Former lighthouse keeper honored at commissioning ceremony

MARINETTE, Wis., Jan. 25 — The last remaining member of the Lighthouse Service who worked on the Great Lakes attended the commissioning ceremony for the CGC Hollyhock at the Marinette Marine Corp. here today.

Ninety-one-year-old Louis Bauchan earned a snappy salute from the 9th District Commander, Rear Adm. Ronald Silva, for his years of service as a former lighthouse keeper.

Silva praised lighthouse keepers in general and Bauchan in particular during his opening remarks at the ceremony. Later, Silva spent time viewing some of the hundreds of historic photographs from Bauchan's collection.

When he first applied for work with the Lighthouse Service during the meanest years of the Depression,

Bauchan was more concerned with keeping the wolf from the door than he was with keeping the flame alive.

But as it turns out, he ended up keeping that flame alive for more than 60 years.

Bauchan started with the Lighthouse Service in 1937. The Manistee, Mich., native had been working as a cook on the lighthouse tender Sumac when the civil service test for lighthouse keepers came up. He learned the new job at Chicago Harbor, then went to work at the St. Martin Island Light Station at the mouth of Green Bay in Lake Michigan.

Lighthouse Service workers were a self-sufficient lot, and Bauchan fit in fine. He scrounged parts to build a Model T truck to make it easier to move supplies from a dock at one end of his 1,500-acre island to the keeper's house at the other.

He and his wife raised chickens and grew produce. Eventually his two sons were born, and the whole family enjoyed a unique island lifestyle.

Meanwhile, with the Coast Guard absorbing the Lighthouse Service in 1939, Bauchan had the choice of remaining in the civil service or enlisting in the Coast Guard. He chose to enlist.

"If you stayed with the Lighthouse Service, you couldn't retire until age 65,

but it was 20 and out for the Coast Guard," Bauchan said. "I eventually got to like the Coast Guard, even though the old Lighthouse Service was a real family affair."

In his new role as a petty officer, Bauchan still served almost exclusively on Great Lakes lighthouses such as St. Martin, Poverty Island, and Point Betsie, weathering vicious storms, early winters, and late springs.

He was transferred to the CGC Mackinaw in Cheboygan in 1952. The old "wickie," as lighthouse keepers were known, retired as a chief engineman in 1957 after a stint in Hawaii during the Korean War and a second tour aboard the Mackinaw.

But his affiliation with the Coast Guard and the Lighthouse Service was far from over. He still appears every year, in a replica lighthouse keeper's uniform, at the annual lighthouse festival in nearby Alpena.

Bauchan's entry into the Coast Guard may have been an accident of history, but visitors to his Cheboygan home can't help but notice his affection for the service, as attested by the pictures and memorabilia that crowd every room.

And on at least some days, a visiting Coastie might notice something else: like any other shipmate, Bauchan is wearing his working blues. Right down to the anchors on the buttons.

PA2 John Masson, 9th Dist.



PA2 John Masson, 9th Dist.



VAL IDHE - IDHE PHOTOGRAPHY

Bauchan poses in an old uniform at his home.

Bauchan poses with officials at the Hollyhock commissioning ceremony.

# CHANGE OF WATCH

Compiled by G-IPA staff

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

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

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

The impetus for this ceremony was the



LT. TONY RUSSELL, D7

**ON THE WATERFRONT** Secretary of Homeland Security Tom Ridge speaks to a mass of assembled DHS employees in front of the CGC Valiant at the Port of Miami, Jan. 30.





**AT ATTENTION** Secretary of Homeland Security Tom Ridge stands at attention during a ceremony to transfer the Coast Guard to his agency from the Transportation Department Feb. 25.

Homeland Security Act of 2002, signed into law by President Bush Nov. 25. This act established the new Department of Homeland Security, which incorporated the Coast Guard and 21 other agencies.

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

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

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

He also noted that the Coast Guard would contribute most effectively to the president's national homeland defense and security strategy.

Mineta followed Ridge by thanking the men and women of the Coast Guard for their fine work during his tenure as service secretary.

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

officer.

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

Collins added that Mineta and his leadership team have championed the Coast Guard's cause at every turn and made every effort to position the service for success. In addition, Deni Mineta, the secretary's wife, was presented with a ring buoy from the CGC Sycamore. Mrs. Mineta is the cutter's sponsor, and she reflected on fond memories of the Sycamore's crew.

Mineta also had a surprise for Cmdr. Lewis Buckley, who was on hand as director of the Coast Guard Band. Mineta announced to the gathering that he had just signed Buckley's promotion papers to captain the day before. In turn, Buckley led the Band in a rousing

### SPEAKING ENGAGEMENTS

Ridge, below, speaks to the media about Operation Liberty Shield at the Department of Homeland Security. At right, Ridge speaks at the ceremony signaling the transition of the Coast Guard into the new department.



rendition of the DOT March, which he composed. In addition, he led a musical tribute to the secretary.

The tribute featured band vocalist MUC Tracy Thomas, who sang a soulful rendition of "I'll Be Seeing You."

The event culminated with Mineta and Ridge simultaneously placing their hands on the Coast Guard ensign. This symbolized the transfer of the title of Coast Guard secretary to Ridge.

A number of senior officials from the Department of Transportation and the Department of Homeland Security, other government agencies, members of congress, several former secretaries of transportation and Coast Guard commanders, and officials from various service organizations attended the ceremony.

Several Coast Guard units participated in the ceremony. In addition to the band, the Coast Guard Honor Guard, including the Silent Drill Team, a platoon of Coast Guard Academy cadets, and an Honor Platoon from Coast Guard Headquarters Support Command, added to the event.

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



PAC HARRY C. CRAFT III, G-IPA



PAC HARRY C. CRAFT III, G-IPA

**A SHOW OF GRATITUDE** Top: Coast Guard Commandant Adm. Thomas H. Collins assists the Honorable Norman Mineta, secretary of transportation, with a Coast Guard flight jacket. The Coast Guard presented Mineta with the jacket during the Change of Watch Ceremony Feb. 25.

**PARTNERS** Left: Adm. Collins shakes hands with Mineta during the Change of Watch Ceremony. The ceremony commemorated the transfer of the Coast Guard from the Department of Transportation to the Department of Homeland Security.



# Searching for Columbia

Story by PA2 Eric Hedaa,  
Public Information Assist Team,  
and PA3 Krystyna Hannum,  
LANTArea

**THE SEARCH BEGINS** Jim Reilly, an astronaut representative with the National Aeronautics and Space Administration, scans a small cove on Toledo Bend Reservoir in Texas Feb. 3 for debris from the shuttle Columbia. Coast Guardsmen joined NASA, the Federal Emergency Management Agency and many other federal, state and local authorities to search for Columbia.

PA3 KRISTYNA HANNUM, LANTAREA

“The Space Shuttle Columbia reportedly broke up upon re-entry over Texas Saturday morning. Mariners between Tampa, Fla., and Galveston, Texas, are urged to keep a sharp lookout and report any sightings of possible debris to the U.S. Coast Guard. If debris is located, do not touch it as it may contain hazardous materials.”

This was the Urgent Marine Information Broadcast that marked the beginning of the Coast Guard’s response to the tragic loss of the Space Shuttle Columbia during its re-entry into earth’s atmosphere Feb. 1.

Shortly after the UMIB, the Coast Guard launched two Dolphin helicopters — one from Air Station New Orleans to help search for shuttle material in Shreveport, La., and another from Air Station Houston — to transport two NASA officials from Houston to Palestine, Texas to investigate reported material.

President George W. Bush ordered the new Secretary of Homeland Security, Tom Ridge, to manage the recovery and response effort. The Federal Emergency Management Agency was tasked by Secretary Ridge to lead the national effort. FEMA requested assistance from the Environmental Protection Agency. The EPA, under a provision of the National Contingency Plan, requested assistance from the Coast Guard’s National Strike Force.

The National Strike Force provides highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies that respond to oil spills, hazardous material situations, and weapons of mass destruction incidents in order to protect public health and the environment.

The National Strike Force includes the National Strike Force Coordination Center in Elizabeth City, N.C., the

**SEARCHING** A diver searches for debris from the Columbia near the shoreline along Toledo Bend Reservoir in Six Mile, Texas, Feb. 19.

Atlantic Strike Team in Ft. Dix, N.J., the Gulf Strike Team in Mobile, Ala., the Pacific Strike Team in Novato, Calif., and the Public Information Assist Team located at the NSFCC.

Twelve members of the Gulf Strike Team departed Mobile within hours of receiving the call from the EPA Feb 2. The team brought their mobile incident command post, all-terrain vehicles, communications equipment, a 24-foot boat and HAZMAT monitoring and response equipment to Lufkin, Texas, the site of the shuttle recovery effort’s incident command post.





After driving all night, they arrived on scene the next morning and were immediately put to work helping the EPA set up the incident command post and providing HAZMAT recovery technical expertise in the field as they integrated into 60 EPA emergency response teams tasked with recovering material from eastern Texas and western Louisiana.

Hundreds of shuttle material reports had to be tracked down by the Strike Team, according to MSTC Harry Hueston from the Gulf Strike Team.

“We’d get an approximate latitude and longitude of a debris sighting and go out with a map and a GPS and search for the debris,” Hueston said. “When we’d find a piece, we’d record the exact position with the GPS, take a picture of it, tag it and bag it, and bring it back to the collection center.”

In the days and weeks following the tragedy, personnel from numerous federal, state and local agencies also searched lakes using sonar equipment and divers.

The GST brought in two workboats to assist in water operations. The flat workspace and drop-down bows of the workboats served as platforms for diving and sonar

searching equipment.

Because the material field stretched across a number of states and contained tens of thousands of pieces of shuttle, more strike team members with additional equipment were soon called in to augment the original 12. Both the Atlantic and Pacific Strike Teams sent personnel to assist the Gulf Strike Team. Coast Guard auxiliaries also assisted by bringing in six small boats from the Eighth District to help with the search and provide security zones around dive operations.

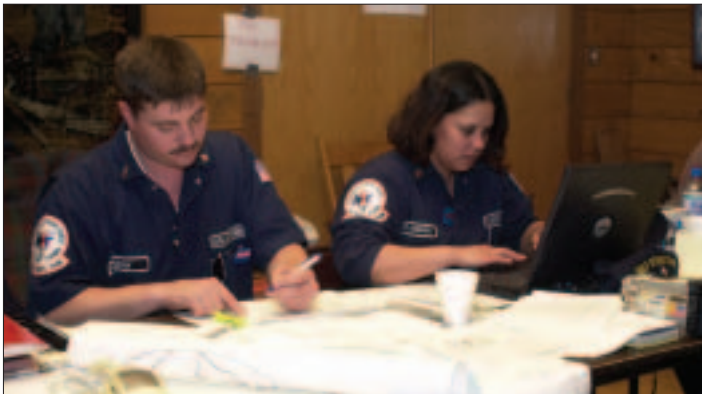
“We integrated into the recovery operation and incident command system very smoothly,” said Lt.jg. Todd Peterson, GST’s assistant operations officer and the deputy operations section chief at the Lufkin command post. “Everybody really pulled together. We saw outstanding cooperation between all the agencies involved.”

When the total number of Strike Team personnel reached 50, the NSFCC stepped in to provide relief.

“With so many people from so many agencies, it was extremely complicated to manage resources,” said Cmdr. Kristy Plourde, the NSFCC’s executive officer, who spent two weeks working at the Lufkin incident command post.

“We were requested because of our expertise in setting up and working in an incident command system,” said Plourde. “Considering the country was in an elevated threat level, we also wanted to reduce the strain on strike team personnel. More than 50 strike team members were responding, and that can really reduce the teams’ ability to respond to other incidents.”


According to the EPA, since mid-February, an average of 3,000 searchers per day have covered more than 103,000 acres and found approximately 22,100 pieces of material.



PA2 ERIC HEDDA, PIAT



PA2 ERIC HEDDA, PIAT

The Coast Guard will continue to work in the incident command post and assist with the search and recovery operations through March. 

**TEAM EFFORT**  
*Top:* MKC Scott Gray, from the Gulf Strike Team, and MST2 Anicia Hokanson, from the Atlantic Strike Team, plot coordinates of reported debris sites.  
*Bottom:* MST1 John Kapsimalis, from the Atlantic Strike Team, goes over plans for locating wreckage from the Columbia.

# FIRED UP

BY PA2 MATTHEW BELSON, PADET NEW YORK



**FIRED UP** A Coast Guard rescue helicopter from Air Station Cape Cod flies above the Exxon Mobil petroleum storage facility on Staten Island, N.Y.

**HIGH HEAT** *Right:* A Coast Guard crew on a boat in the Arthur Kill Waterway watches burning fuel at a transfer station location where a barge carrying fuel exploded.

# The Coast Guard responds to a fire on Staten Island after a massive barge explosion rocks a fuel storage facility there.



**I**t was just past 10 p.m. Feb. 21 when RD3 Travis Lambert glanced up from his Vessel Traffic System monitoring station to a screen keyed to a remote camera monitoring a section of the Arthur Kill channel. Two beats of his heart pulsed before he could accept that he was witnessing a massive explosion at the Exxon Mobil Port Mobil petroleum storage facility located on Staten Island, N.Y. Like old newsreel footage, the soundless black and white images relayed to Lambert's station conveyed the stunning immediacy of a disaster in progress.

"Ma'am, I think you had better take a look at this," said Lambert to Lt. Katie Richardson, the command duty officer and vessel traffic watch officer at Coast Guard Activities New York. Quickly, Lambert dialed into the 911 system and broadcasted a message over Channel 12 to alert the New York City fire and police departments and New Jersey local and state emergency services that an explosion had occurred at the facility.

"My first response was to get the search and rescue folks into action," said Richardson, who advised the chain of command of the situation and alerted Station New York and Station Sandy Hook to get their rescue crews underway.

The ominous cloud of black smoke billowing above Staten Island became a salient reminder of Sept. 11, 2001. However, any thoughts this was the result of terrorism were quickly dispelled.

"After playing back the VTS tape of the explosion and contacting our waterside-cutter-section commands, we were able to ascertain that if it was terrorism, it was not from the waterside," said Capt. Craig Bone, Coast Guard Captain of the Port of New York and New Jersey, who notified

and maintained constant communication with NYPD Police Commissioner Raymond Kelly, other response and intelligence agencies, and the Department of Homeland Security. "We were also confident that it was not terrorism based on NYPD landside security reports."

Initially, the size and severity of the explosion generated the impression that the entire Port Mobil facility, which has 39 storage tanks with a total capacity of up to 2.5 million barrels of petroleum product, might be engulfed. However, while watching a live video stream from a hovering news helicopter and hearing radio reports from eyewitnesses on vessels transiting the area, it became apparent that the explosion occurred on a 321-foot barge carrying 50,000 barrels of unleaded gasoline, which was offloading the fuel to the facility. Bouchard Transportation owned the



**Story continued on page 27**

**FIRE FLY** *Right:* A Coast Guard rescue helicopter from Air Station Cape Cod flies above the Exxon Mobil petroleum storage facility on Staten Island, N.Y., where a barge carrying fuel exploded Feb. 21.

**WATERED DOWN** *Below:* Coast Guard crews from Station New York maintain a security zone around New York City Fire Department crews cooling a barge near the explosion location.



PA3 MIKE HWOZDA, PADET NEW YORK



barge. An adjacent Bouchard Transportation barge, loaded with 66,000 barrels of fuel, was still intact, but its bow was damaged by the explosion and was threatened by the intense heat of the rapidly spreading fire.

BMC Paula Jaklitsch of Station New York recalled the initial call from Activities New York that there was an explosion, and how they responded immediately.

Within 15 minutes of being notified, the first Coast Guard boats were on scene. Station Sandy Hook and Station New York dispatched two rescue boat crews, and the CGCs Hammerhead and Hawser and a helicopter from Air Station Cape Cod were diverted to provide additional assistance.

“The fire just kept burning and burning, even with all of the fire boats and fire trucks fighting the blaze,” said BM3 Amy Cramer, the coxswain of a 47-foot motor lifeboat from Station Sandy Hook.

As rescue and firefighting units from the Coast Guard, New York Police Department, Fire Department of New York, the New Jersey State Police and New

Jersey Harbor Units rushed to the area, the Crisis Action Center at Activities New York tried to assess the situation from the constant stream of reports.

Within minutes after the explosion, Bone closed the Arthur Kill, from Wards Point to Tufts Point, to all vessel traffic and established a security perimeter around the facility. The Arthur Kill, which is an important conduit for the petroleum industry that has facilities on shores of Staten Island and New Jersey, sees an average of 50 vessel transits daily.

“In a crisis situation like this, you are challenged with such a sudden influx of information that it’s important to stay focused on your priorities,” said Richardson. “We still had to maintain our homeland security posture. We didn’t yet know this was an accident, and we did not want to be distracted from something else that could have happened in the port.”

With a security zone established around the facility, the Hammerhead became the surface forces on-scene coordinator while the FDNY, working through the New



PA3 Mike Hvozda, PADET New York

**TALKING BUSINESS** Lt. j.g. William Grossam, pollution response officer from Activities New York, communicates with the unified command regarding the cleanup efforts at the Port Mobil facility on Staten Island, N.Y., Feb. 25 after a barge carrying fuel exploded there.



PA3 Mike Hvozda, PADET New York

York City Office of Emergency Management, took command of fighting the fire.

The initial reports of the explosion included people missing, and the Coast Guard boat and helicopter crews began a search of the area for any survivors.

Even with firefighters dousing the facility with foam, the fire raged with a hellish intensity. Fireboats were also dousing the second fuel barge to keep it cool and prevent the heat from igniting its contents.

With gasoline still burning on the water adjacent to the barge, the Bouchard crew moved the second barge away from the site and into the middle of the channel for cooling and inspection. A Coast Guard and FDNY inspection team boarded the barge and used a thermal-imaging device to detect and extinguish a hot spot in the bow.

These efforts removed the threat of a secondary

explosion. The barge was then moved to an anchorage at Perth Amboy, N.J., where the fuel was lightered.

Later, two Army Corps of Engineers boats conducted a sonar survey of the channel to detect any debris from the incident that may present a hazard. The ACOE vessels didn't find any hazards, and Bone reopened the channel.

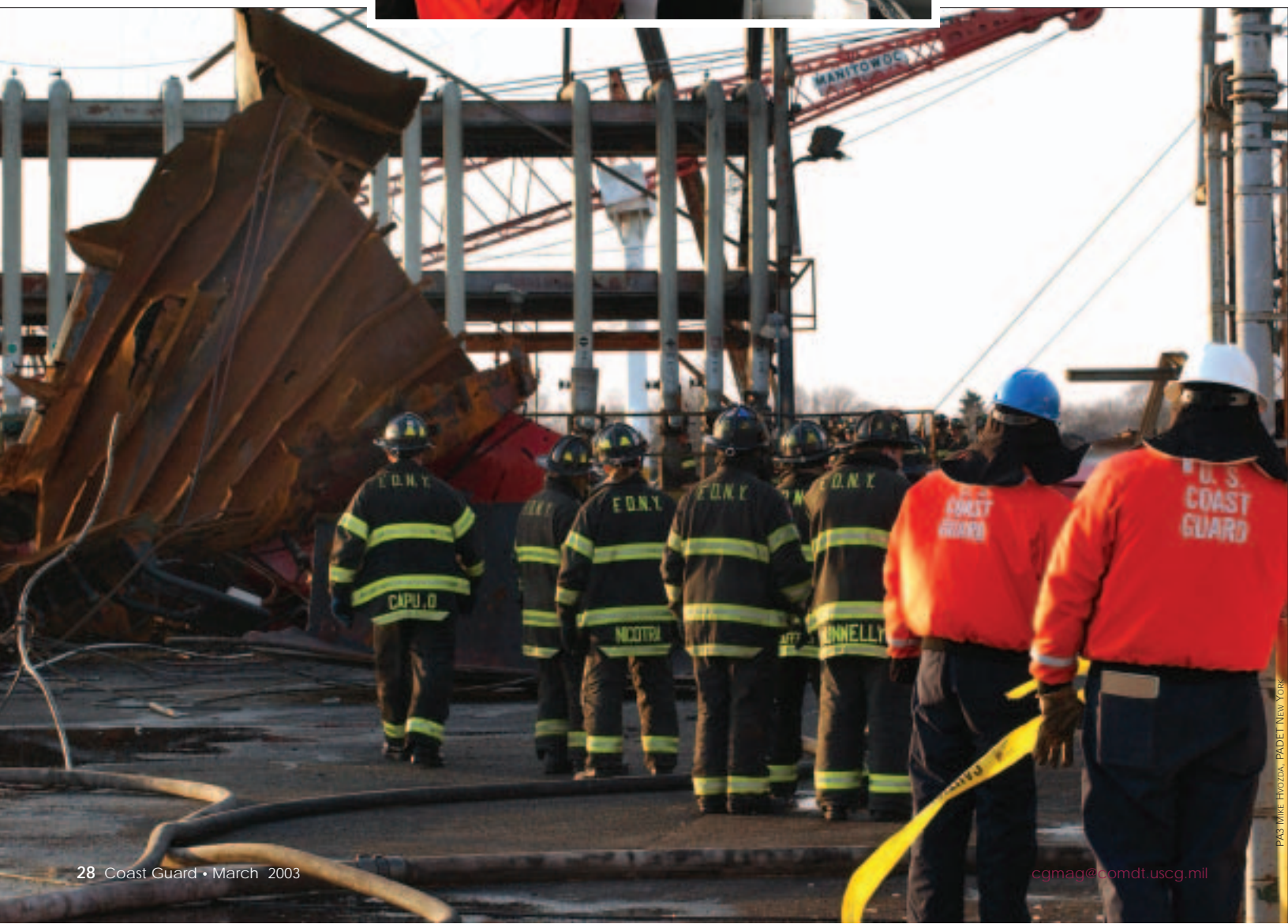
By this time, the two missing barge crewmembers, victims of the explosion, had been recovered, and a third injured victim was hospitalized.



PAZ MATTHEW BELSON, PADET NEW YORK

**BRIEFED** *Left:* Capt. Craig Bone (L) briefs Congressman Vito Fossella on the Coast Guard's investigation of the barge explosion.

**SAFE WATCH** *Below:* Personnel from Activities New York monitor fire department operations near a large piece of the barge that exploded.



PAZ MIKE EVOZDAK, PADET NEW YORK

The next day, the CGC Ridley replaced the Hammerhead as the on-scene coordinator, and a unified command was established at Activities New York to coordinate the response efforts of dozens of agencies.

**UNIFIED** Personnel from Activities New York talk with the unified command regarding the clean up efforts after a barge explosion.

The fire on the water had burned itself out, but it was still an inferno at the facility as the fuel contained in the damaged pipes continued to pour out and burn. It wouldn't be until early in the morning Feb. 23 when the fire at the facility would exhaust itself.

Along with the Coast Guard's security and search and rescue duties, the environmental impact from this explosion and potential release of massive amounts of a petroleum product into the water was a concern to response personnel.

Four hours after the blast, a helicopter from Air Station Atlantic City, N.J., flew over the Arthur Kill with observers from the National Oceanic and Atmospheric Administration and from Marine Spill Response Corporation.

"We were mapping the extent of the gasoline slick on the water," said Ed Levine, the regional scientific support coordinator for NOAA. "About 80 to 90 percent of the gasoline was gone by the time we were flying over the site. Most of the toxicity went up in smoke, and the fire reduced the volume of the gasoline."

A Coast Guard response team also conducted an environmental impact survey.

"We did an assessment of the river and the shoreline and ensured that environmentally sensitive areas around the facilities were boomed," said Lt.j.g. Bill Grossman, chief of Port Safety and Security Section at Activities New York, who headed the environmental assessment team. "We looked for sheening and to see how the shore may have changed from the day before."

Clean Harbors, a pollution cleanup company, was contracted to hard boom the environmentally sensitive areas, including an island bird sanctuary.

When the barge exploded, it was carrying 50,000 barrels of gasoline that ignited with such force that the bow of the barge was thrown skyward over a maze of petroleum transfer lines and landed approximately 300 yards away. Had the searing debris landed closer to the petroleum feed lines, the explosion could have been catastrophic. The manifold at the facility was mangled, but the environmental impact of the



PA3 MIKE HVOZDA, PADET NEW YORK

explosion was mitigated by the decision to let the remaining gasoline that was on the water and pouring from the pipes burn itself out.

"The fuel would continue to drain out of the pipes and spill into the Kill and then you would have a pollution problem," said Grossman. "The two million gallons of gas in the barge had either burned, dissipated or evaporated. If you try to corral the gasoline, the explosive potential increases."

Even with the fire extinguished at the facility, there was still concern over the sunken remains of the barge. It was not until Feb. 25 that divers, under Coast Guard supervision, were able to conduct an underwater survey of the wreckage.


The dive team observed that the barge's 12 petroleum storage compartments had collapsed and were breached during the initial explosion, and no gasoline remained trapped inside the sunken remains.

"The reason we were there for so long was that we had to be assured that the barge was fully breached," said Grossman, who helped investi-

gators find the major pieces of the barge.

"Once we felt the situation was under control, it became a pipeline repair by Exxon-Mobil. The Coast Guard is not allowing the facility to transfer any petroleum product. Port Mobil is effectively shut down," added Grossman.

Operations at Port Mobil will resume after repairs have been made and the facility is deemed safe.

Cmdr. Patrick Little from Marine Safety Office Providence began a Marine Board of Investigation into the explosion March 3. The cause of the explosion may not be known for several months. 



**HOT STUFF** Heat from the explosion melted this car's door handle located hundreds of yards away.

PA3 MIKE HVOZDA, PADET NEW YORK

**THREE'S COMPANY** Almeta Hawkins, principal at Anthony Bowen Elementary School, observes a tutoring session between SK1 Orlando Oliver, a PIE volunteer, and a student from the school.





# POSITIVE LESSONS

By PAC Harry C. Craft III, G-IPA



PAC Harry C. Craft III, G-IPA

**TEAM READING** Vice Adm. Thad Allen, Coast Guard chief of staff, listens as a student reads aloud to a crowd at Anthony Bowen Elementary School.

**I**nvesting time in a child's education is a noble pursuit and the rewards can last a lifetime.

A diverse group of Coast Guard active duty members and civilians from Coast Guard Headquarters in Washington, D.C., are investing their time promoting youth education as part of the Coast Guard's Partnership in Education program.

The 134 volunteers from headquarters won the Coast Guard's Partnership in Education Award for the school year starting Sept. 2001 through May 2002. The volunteers were rewarded for their 4,500 hours of community service to the Anthony Bowen Elementary School and H. D. Woodson High School in Washington, D.C.

During an awards ceremony Jan. 28, 2003, at Anthony Bowen Elementary School, Coast Guard Vice Adm. Thad W. Allen, assisted by Assistant Commandant for Civil Rights Walter Somerville, presented a plaque to the principals of H.D. Woodson High School and Anthony Bowen Elementary School.

Donna Walker-Ross, an equal employment opportunity specialist at headquarters and the unit's Partners in Education program coordinator, said, "I have been here for one year and I am really proud of the group of volunteers that won this award. I am proud of the children too. At the end of the semester you can see the improvement they have made in their school work."



PAC Harry C. Craft III, G-IPA

The Coast Guard Partnership in Education program was established in 1991. Since 1991, Coast Guard units have established more than 585 partnerships with local schools. More than 9,257 military and civilian personnel have volunteered over 432,063 hours of their time, working with 1,160,799 students in grades Kindergarten through 12.

The PIE program objectives are to provide educational assistance through tutoring and lecturing and to expose students to positive role models. The program promotes excellence in education by helping local school systems and community groups, especially those in communities with large minority populations.

It also provides students with opportunities to

achieve academic excellence in many fields of study — particularly English, history, science, mathematics, computer science and marine science.

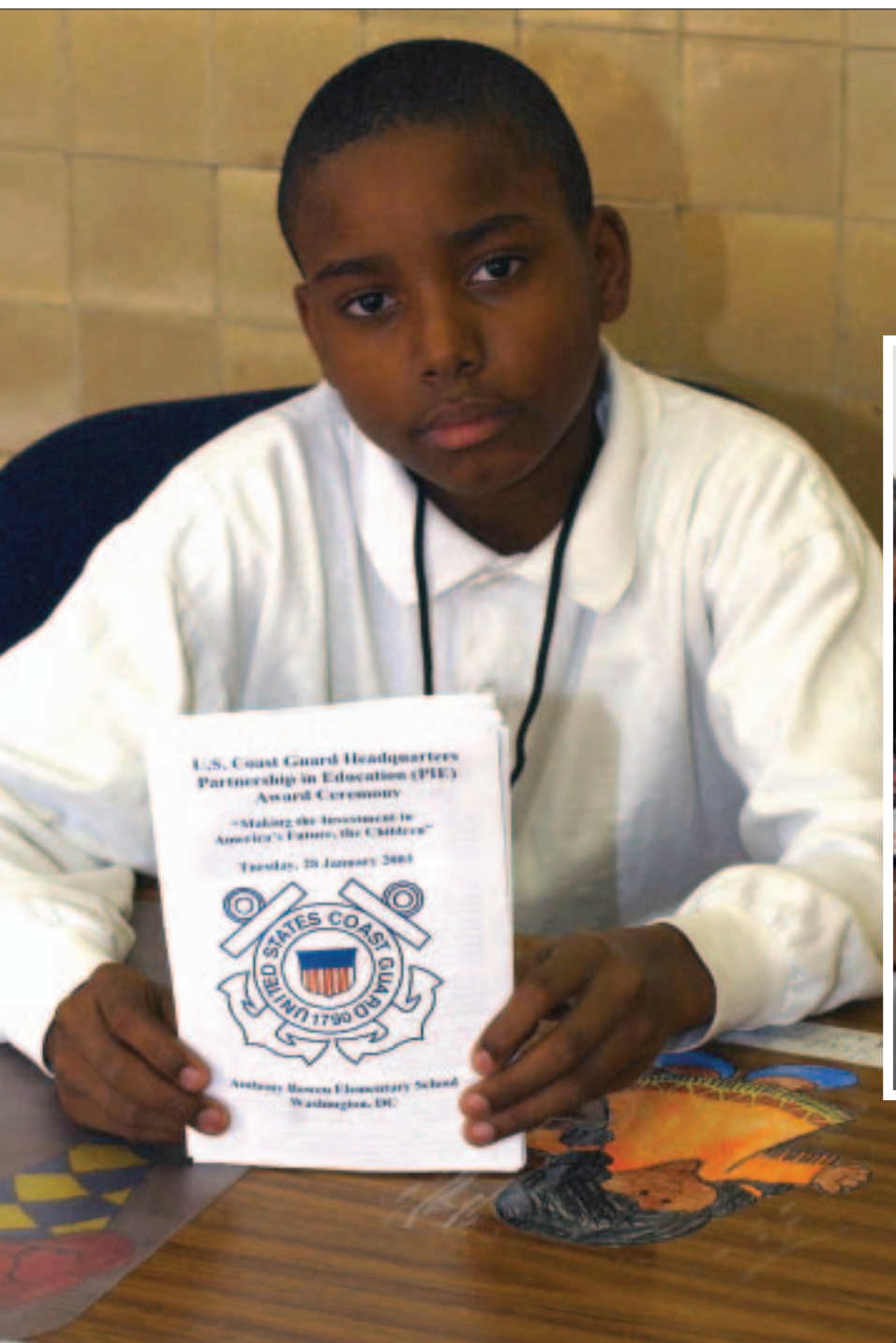
According to Walker-Ross, Coast Guard volunteers attend Anthony Bowen Elementary School every day to teach reading. The math tutors attend at different times.

Almeta Hawkins, principal at Anthony Bowen, said, “The Coast Guard provides an excellent caliber of volunteers that are always eager to give of their time and they always arrive on time too. We are lucky to have such a good group of people to help us. The one-on-one tutoring that they provide to our students has been very valuable, and it really helps the children with their self-esteem too.”

According to Hawkins, the Coast Guard mentors’ one-on-one tutoring provided quality achievement for the students this year.

“Our 2002 test scores increased by 10 percent in reading, and our math scores improved by five percent. So we are very proud of our students and the Coast Guard mentors,” said Hawkins.

Donna Williamson, a sixth-grade



**CHILD'S PLAY** Children, like the ones pictured above from Rose Valley Elementary School in Fort Washington, Md., and Adolfo Washington (left), a student at Anthony Bowen Elementary School, have benefited from the Coast Guard's participation in PIE.

teacher at Anthony Bowen, said, "I have seen some very positive changes in my students that have a Coast Guard mentor. The children really bond with their mentors, and they look forward to seeing them each week. This program is really good for my male students because many of them do not have a role model, and the Coast Guard mentors provide this to the students.

"I would like to see more Coast Guard people involved in the program so that each one of my students could have a mentor. The Coast Guard provides a great assistance to the children, and that is what they really need."

TC1 Gloria East, a non-rate assignment detailer at headquarters, volunteers her time every week at Anthony Bowen.

She said, "Children like it when we come to school in our uniforms. They are always asking about our ribbons. I believe it's because of all the colors. I enjoy working with the children because I like to see them excel and they get so excited too.

"It is good for the children because it gives them a chance to do more than just be in a classroom with the teacher. My student hasn't been absent one day since I've been coming to the school. I do this because of my belief in my religion. I feel blessed, and I would like to pass that on to others."


Tram Ngo, an 11-year-old sixth grade student at Anthony Bowen said, "I like it when my Coast Guard

mentor comes to see me. We talk about what happened over the weekend, and then we work on math. We work on fractions, and it helps me to learn. We also work on words and how to sound them out. We work on spelling too, and then we just have fun."

SK3 Marc Matthews, a procurement storekeeper for the Office of Legal Policy and Program Development at headquarters, also volunteers his time every week at Anthony Bowen.

Matthews said, "I volunteer my time because I want to help people. The children really need the help to succeed. This is something that makes me feel like I am making a difference.

"I work with my student to enhance his reading, math, and social interaction skills because I really want him to be a well-rounded individual and a good student. I made a multiplication table for my student, and he told me that it helped him with his multiplication. Then, I saw his math scores, and he had improved. To me, that's priceless."

Those who are interested in the Partnership in Education program or who have questions can call Tina Calvert, director of External Outreach Programs at 202-267-0044. She is located in the office of Civil Rights at Coast Guard Headquarters. 

**NATIONWIDE EFFECT** Kalihi-Waena elementary students in Honolulu display a Coast Guard jacket during a Partnership in Education program hosted by the Coast Guard.



# A good look

## The Coast Guard review of the CWO specialties

Story by Gary Bracken, G-W-2

Alcoast message 496 of Oct. 25 announced the Commandant's decision to review the structure of the Coast Guard's Chief Warrant Officer specialties during fiscal 2003. This process began in February and is on track for completion before the end of the calendar year. While results are not available at this point, there is much to tell about the why, how, and goals of this important initiative.

The review is being pursued for several reasons. While the Joint Rating Review did not change the CWO specialty structure, it did change the enlisted rating flows into the CWO specialties. And just as the JRR was chartered because of concerns about the evolution of ratings that operate and maintain electronics, it appears that similar changes have occurred within several CWO specialties. For instance, a systems directorate 'quick look' of CWO billets showed that approximately 63% of CWO (COMMS) billets and 19% of CWO (ELC) billets have IT related responsibilities. Additionally, the Marine Safety and Security Directorate is concerned that their CWO workforce is not aligned to provide the master-level inspector skills that are required.

"The CWO workforce has not been fully assessed in at least a decade and previous assessments never investigated the actual work done by our warrant officers," reported Rear Adm. Ken Venuto, assistant commandant for human

resources. "We need to determine the common skills and duties that warrant officers perform, and how this relates to the senior enlisted and junior officer workforce."

Members of the Future Force staff will carefully manage the various stages of this review. Beginning in March, about 50 subject matter experts made up of CWOs, E-8/9s, and lieutenants will be asked to inventory the tasks, tools, and knowledge that are relevant to their jobs. Using a web-based tool, this will take about six hours per individual. These six-hour sessions can be broken up into shorter time slots with no loss of data. Following this effort, a second tier of SMEs will spend about four hours to add any missing elements that they identify. To complete this phase, the first group of SMEs will then be asked to spend another four hours to take a second look at the results.

After this initial phase, Future Force will oversee a web-based census of all CWOs and a sampling of E-8/9s and lieutenants. This second sampling should take about one and a half hours. Following the full census, a panel of experts will convene to review the data received and link this information to accomplishments and mission performance areas. The technology for this review is a web-based commercial tool called SkillsNet. This process is somewhat similar to the current occupational analysis and rating review

process used for enlisted ratings. However, this software provides the capability to be more accurate, complete the review in much less time and most importantly, review work across various specialty areas.

Finally, in-depth analysis will take place to: determine the optimum CWO specialty structure; assess impact of future requirements; map career paths from the enlisted ranks into the warrant corps; define the common roles of Coast Guard warrant officers; and identify specialties with the largest training gap. The findings of the analysis will be the basis for any changes to the CWO specialty structure.

"While the time for each of these stages and tasks is significant, it is far less than the investment we made in the JRR," said Capt. Bruce Viekman, future force project manager. "In the early stages of that effort, about 30 individuals spent 20 weeks on temporary orders. This web based effort will take much less time and impose less burden."

This new, web-based approach couples Center for Naval Analysis expertise as a facilitator with lessons learned from JRR development and implementation. And to manage and analyze the vast amount of information that will be generated, the Coast Guard and CNA are using commercial software proven to be quite useful and accurate for this type of review.

"This partnership will deliver the

# Specialties structure begins

required analysis in about half the time,” said Viekman.

While connectivity is a concern at various locations around the Coast Guard, Lt. Phillip Prather, CWO specialty review project officer stated, “Arrangements will be made where possible for those with poor web access to take a paper-based or CD-based survey.”

The warrant officer corps has

been and remains an important part of the Service’s work force. Through this review the Coast Guard will be able to set the course for future contributions and accomplishments from its CWOs.

“I strongly encourage every member of the warrant officer corps to participate fully in this effort,” said Venuto. “It could pos-

sibly change many facets of the CWO program and we need to hear from all members of the warrant community as well as other stakeholders in the Service.”

For further information about the CWO Specialty Review, please visit the Future Force web site: <http://www.uscg.mil/ff21/> or call Lt. Prather at 202-267-2468, [pprather@comdt.uscg.mil](mailto:pprather@comdt.uscg.mil).



Chief Warrant Officers Leo Deon and Leonard Rich from the Coast Guard Atlantic Strike Team discuss ground zero safety strategy in New York Oct. 17, 2001.

## More tuition assistance for CG family

Coast Guard active duty, select drilling reserves, civilian employees, and Public Health Service members working with the Coast Guard are eligible to participate in the Tuition Assistance program. The fiscal year 2003 annual cap (maximum amount authorized) is \$4,500. There is also a course credit hour cap which is \$250 per semester hour, \$166.67 per quarter hour and \$16.67 per clock hour.

### THE APPLICATION PROCESS:

1. Complete the TA Application form (CG-4147)
2. Route the form through your command Education Service Officer or command designee.
3. The completed form is faxed to CG Institute. The institute's fax number is (405) 954-7247.
4. The Institute reviews the application; if TA is authorized, the member's course information is

entered into the shared Naval Education and Training Professional Development and Technology Center database located in Pensacola, Fla.

5. The TA Authorization form (CG-1560) is produced and e-mailed with additional instructions and information to the member and his or her unit ESO.
6. The Institute e-mails disapproved applications to the member and the unit ESO with an explanation of denial, or instructions for the member to take for action.

Additional information is available on the CG Institute Web site at:

<http://www.uscg.mil/hq/cgi/tuition/ta.html>

CWO4 Bonnie Abendschan, Coast Guard Institute



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## CG Mutual Assistance — working for you



Coast Guard Mutual Assistance is the Coast Guard's own aid society, promoting financial stability and general well being within the Coast Guard community through interest-free loans, grants, and confidential financial counseling services.

From its humble origins in 1924 as the League of Coast Guard Women, CGMA has compiled a long history of providing financial aid to the Coast Guard family.

Today, CGMA enjoys a sound reputation for cost-efficient operations and effective use of funds as it continues to play a vital role in supporting the Coast Guard's most important resource — its people.

Along with providing a vital financial safety net for families and individuals, CGMA fosters high morale, encourages a sense of loyalty and minimizes the impact of financial crises on members' ability to perform their duties and pursue

a successful Coast Guard career.

With a network of over 400 CGMA representatives and assistants at 133 locations around the Coast Guard, CGMA provides help to thousands of people each year.

Last year alone, close to 7,000 loans and grants were issued totaling in excess of \$6.5 million. During the past five years, CGMA provided almost \$30 million in loans, almost \$1.8 million in personal grants, more than \$1.9 million in Supplemental Education Grants, and almost \$1.5 million in regular education grants.

CGMA offers assistance to the entire range of Coast Guard people, including service members (active, reserve, retired and USPHS), civilian employees and the Auxiliary.

Assistance typically falls into the following categories:

- \* **Unexpected financial and personal loss**
- \* **Emergency travel**
- \* **Major car repair**
- \* **Pay, allotment, and travel claim problems**
- \* **Housing purchase and rental assistance**
- \* **Unexpected medical bills**

**not covered by primary or supplementary medical insurance**

- \* **Budget counseling and credit management**
- \* **Education needs**

Education assistance includes the popular Supplemental Education Grant and the Federal Stafford/PLUS loan Origination Fee Refund.

Though working in close partnership with the Coast Guard, CGMA does not receive government funds, but relies primarily on the generous contributions of people throughout the Coast Guard family to meet the needs that continue to arise from year to year.

Tax-deductible contributions to CGMA are a well-proven and time-honored way to render assistance to fellow shipmates and coworkers in time of need.

For more information about Coast Guard Mutual Assistance or for assistance, contact the nearest CGMA representative, visit the CGMA Web site at [www.cgmahq.org](http://www.cgmahq.org), or call CGMA-HQ at 1-800-881-2462 or 202-493-6621.

Ron Wolf, Coast Guard Mutual Assistance



### Housing

You'll live on the economy if you're married and offered government-leased housing if you're single, E-4 and above.

### Education

Clatsop Community College is located in Astoria.

### Weather

Expect rain 10 months out of the year.

### Recreation

Hiking, camping, fishing, exploring, off-roading, nearby Portland's nightlife, and the NBA's Trail Blazers.

# Greetings from the CGCs Alert and Steadfast

The CGCs Alert and Steadfast send you a hardy welcome! Both are 210-foot, medium endurance cutters, homeported in Astoria, Ore.

While underway for an average 30-day patrol, you'll have a perfect opportunity to meet the close-knit 75-member crews.

Both cutters patrol as far north as the Aleutian Islands, Alaska, and as far south as Central America. The coasts of Oregon, Washington and California will become very familiar after taking a tour of duty on these cutters. The Alert and Steadfast have made exciting portcalls in Acapulco, Puerto Vallarta, Cabo San Lucas, Mexico, and stateside portcalls in San Diego and Juneau, Alaska, just to name a few destinations.

The cutters' primary missions are enforcing fishery regulations, search and rescue, drug interdiction and migrant interception.

Underway billets could put you on the bridge, on the

flight deck or as a boarding team member. Opportunities and experiences are limitless with such a small crew.

On your off time, you won't have any trouble being entertained. The state of Oregon is known for its images of the Lewis and Clark expedition, pioneer wagon trains, logging camps, salmon, waterfalls, roses, the National Basketball Association's Trail Blazers, and the city of Portland's nightlife.

Your homeport of Astoria offers the small town feel and unique charm of the scenic Columbia River. Off duty time can take you hiking the numerous trails in Washington and Oregon or fishing the many streams, rivers or the ocean. Explore the nearby towns and window shop in their unique stores or go off-roading for miles along the expansive coastline of the Pacific Northwest.

PA3 Anthony Juarez, 13th Dist.

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

## THE SHINING

The sun reflects off Ensign Corey Meek's cover insignia as he stands watch over migrants aboard the CGC Tampa.

PHOTO BY FN MIKE APPLE

