

# Coast Guard



October  
2003

Military • Multimission • Maritime

## FROM BAD TO WORSE

Coast Guardsmen race the clock as a routine tow turns into a matter of life and death.

Cheerios box



Helping kids



Pistol team

# Heroes

## The world's best Coast Guard

### CAPT. RICHARD L. BURKE

**C**apt. Richard L. Burke was a Coast Guard aviation pioneer who participated in numerous rescues and ensured that aviation would play a central role in Coast Guard operations. He earned his wings in 1931 and immediately became one of the best Coast Guard pilots of the time, specializing in open-ocean rescues while piloting Coast Guard flying boats.

In 1933 he made the first open-ocean rescue ever in a Douglas RD Dolphin, a feat for which President Franklin Roosevelt awarded him the first of two Distinguished Flying Crosses he earned during his career. He also was awarded a Silver Lifesaving Medal for another daring open-ocean rescue flight.

He became the commanding officer of Air Station Cape May in 1933 and served there until 1940. He served as the chief pilot for Secretary of the Treasury Henry Morgenthau. Later, he served as the commanding officer of Air Station Elizabeth City during World War II, where he was responsible for saving the lives of dozens of seamen from torpedoed merchant ships.

After the war, Burke served as the Air-Sea Rescue officer for the Eastern Sea Frontier Headquarters, coordinating the air-sea rescue activities of all of the armed services of the U.S.

Burke eventually served as the chief of the Aviation Division of the Coast Guard.  
G-IPA-4



USCG PHOTO

# Coast Guard

U.S. Department of Homeland Security



## Features

October 2003



Homeland Security

### 14 *Anything but ordinary*

By Ensign Anne O'Connell, CGC Spencer

The crew of the CGC Spencer chronicles their 90-day deployment to the Mediterranean Sea as part of Operation Iraqi Freedom.

### 18 *From bad to worse*

By PA2 Anthony Juarez, 13th Dist.

While on response for what they thought would be a routine tow, a Coast Guard rescue crew encounters something unexpected.

### 22 *More than a PSU*

By MK3 Stephen Rowe, PSU 311

In rundown classrooms and overcrowded hospital hallways, PSU 311 discovered how much their hard work and sacrifice means to the Iraqi people.

### 28 *Bullseye*

By PA3 Cindy Marshall, 9th Dist.

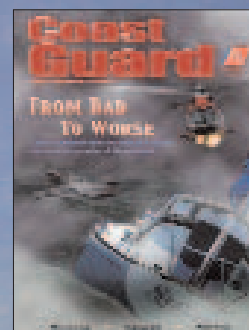
The Coast Guard Pistol Team shoots for excellence during the National Rifle Association's National Pistol Matches in Ohio.

## Departments

### 8 *News Beat*

### 34 *Log book*

Check out **Coast Guard** magazine on the web.  
[www.uscg.mil/magazine](http://www.uscg.mil/magazine)



#### ON THE COVER

An illustration depicts the scene the Coast Guard rescue crew from Station Chetco River, Ore., encountered the night they responded to a distressed boater.

Illustration by PA2 Ron Spellman, G-IPA-1

**LAND OF LIBERTY** The CGC Bainbridge Island provides homeland security near the Statue of Liberty in New York Harbor Aug. 28.



## UP FRONT

### BEACHED

A helicopter from Air Station Sitka sits on a beach near Dry Bay, 30 miles southeast of Yakutat, Alaska. Coast Guard personnel were there to investigate the fishing vessel El Cazador that ran aground Aug. 11.

Photo by AMT1 Howard Merkel, Air Station Sitka



# UP FRONT

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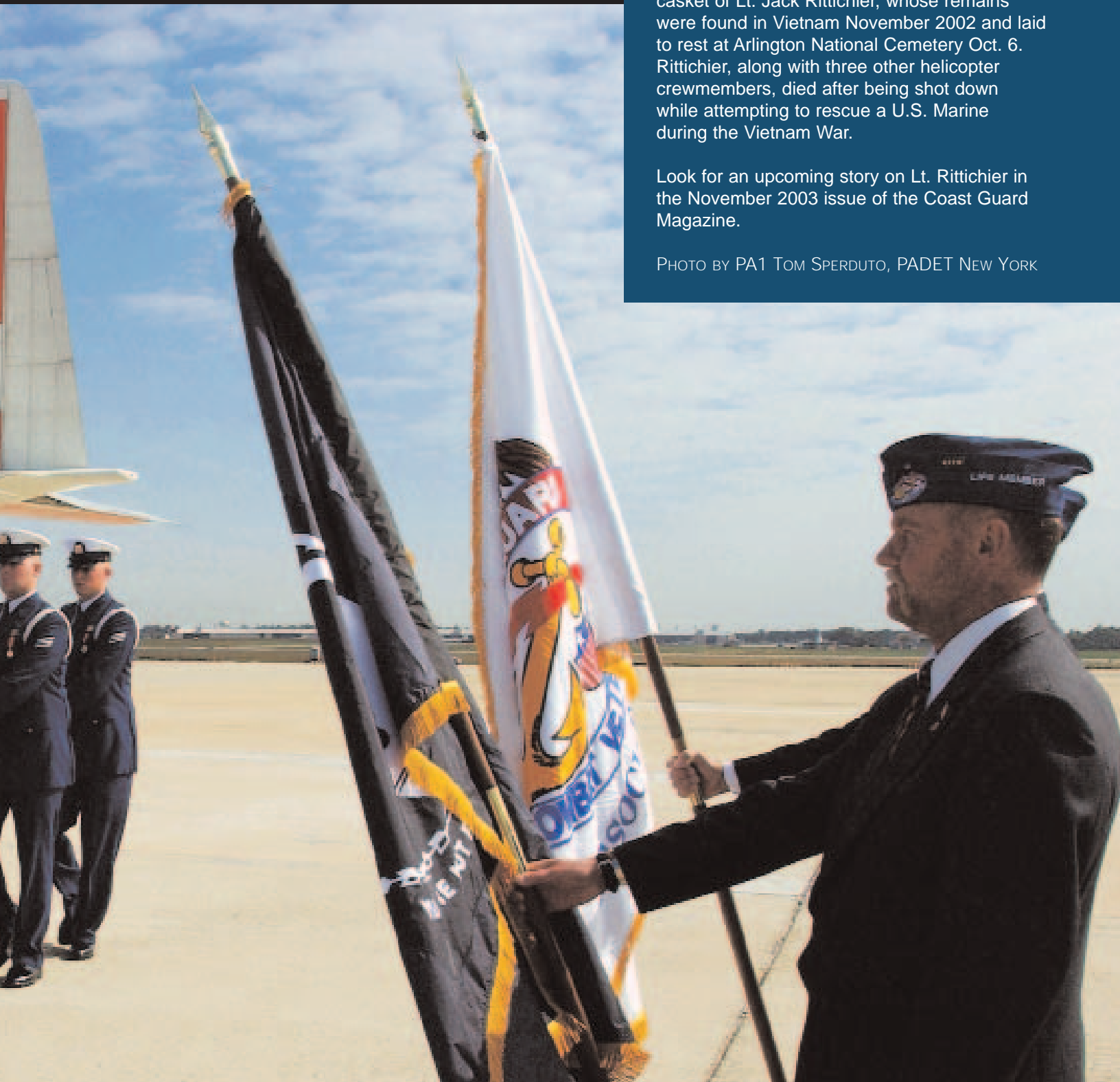
## UP FRONT

### HERO'S HONOR

The Coast Guard Honor Guard carries the casket of Lt. Jack Rittichier, whose remains were found in Vietnam November 2002 and laid to rest at Arlington National Cemetery Oct. 6. Rittichier, along with three other helicopter crewmembers, died after being shot down while attempting to rescue a U.S. Marine during the Vietnam War.

Look for an upcoming story on Lt. Rittichier in the November 2003 issue of the Coast Guard Magazine.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK









## UP FRONT

### BACK ENTRANCE

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

Photo by PA2 Barry Lane, PacArea

# CG stands tall for Great Lakes ships festival

CLEVELAND, Aug. 24 — Coast Guard units in the Great Lakes were instrumental in the success of the Tall Ships Challenge, hosted by nine cities in the Great Lakes.

The Tall Ships Challenge is an annual series of sail training races, rallies, cruises, and port festivals organized by the American Sail Training Association in conjunction with host ports in the United States and Canada.

This year, Cleveland, Toledo, Chicago, Muskegon, Mich., and Bay City, Mich., were the major settings for some of the most majestic tall ships from around the world. Sheboygan, Green Bay, Port Washington and Kenosha, Wis., also hosted tall ships. The massive event, which boasted more than 25 ships, kicked off July 9 and ran through most of the summer, ending August 24.

Ranging in size from 72 to 244 feet, the tall ships traveled the high seas from places such as Canada, India, the Netherlands, Holland and Brazil.

In each port, Coast Guard active-duty, reserve, and auxiliary personnel provided a high level of security utilizing many resources. Among the assets was the Coast Guard's Marine Safety and Security Team from Galveston, Texas. A crew of 28 traveled to the five major cities with three MSST boats to help enforce safety zones, provide security for the tall ships, and to conduct pier sweeps around the tall ships' moorings.

The augmentation of the MSST with other Coast Guard resources, and the opportunity to showcase them in the Great Lakes, proved to be successful.

"The tall ships event gave us an opportunity to show the public a new level of security in which the Coast Guard is involved," commented Lt. Cmdr. Brian Thompson, commanding officer of MSST 91104. "The favorable reaction we received from crews of the tall ships, as well as recreational boaters, and the fact that there were no major incidents in either port is testament to how positive our involvement was."

A great deal of the security detail occurred during the Parades of Sail, at which time the MSSTs and other Coast Guard and auxiliary boats provided a moving safety zone around the ships as they sailed past large crowds.

The ships in this summer's Tall Ships Challenge had



The HMS Bounty from Lunenburg, Nova Scotia, sails through the Lake Shore Drive Bridge while a small boat from Station Calumet Harbor provides security.

a rich representation of maritime history including the Revolutionary War, the War of 1812, Great Lakes trading schooners, 17th century Boston schooners, and Baltimore Clippers.

Three of the more notable ships included the Caledonia, a 240-foot square-rigged barque from Canada; the HMS Bounty, built in 1960 in Lunenburg, Nova Scotia, for the movie "Mutiny on the Bounty" by MGM Studios; and the INS Tarangini, the naval training vessel from India, making its first voyage into the Great Lakes.

PA1 Alan Haraf, 9th Dist.

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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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## Riding to fame

# CG cyclist appears on Cheerios box



AMT2 Steven Mlujeak featured on the back of a Cheerios box.

Alexandria, Va., Aug. 11 — A Coast Guard athlete will appear on the back of a commemorative 2003 Cheerios box to be sold exclusively in military commissaries worldwide beginning Aug. 28.

AMT2 Steven Mlujeak from Air Station Detroit, represents the Coast Guard along with star athletes from each of the other Armed Forces. In his off-duty time, Mlujeak is one of the Armed Force's top

who participate in the Armed Forces Sports Program while still maintaining a full time military career should be an inspiration to us all," said Mike Goetzmann, senior development manager for General Mills. "Their enthusiasm, perseverance, and dedication are qualities that General Mills is proud to be associated with."

Armed Forces Sports

cyclists, placing first among military competitors in the 2000 Olympic trials. He currently is training for the 2004 Olympic trials.

"One of my main goals is to bring visibility to the Armed Forces Sports Program and the accomplishments of our athletes," said Rob Hansgen, Armed Forces Sports.

"The men and women

## WEBHOT!



[www.uscg.mil/hq/cgi/](http://www.uscg.mil/hq/cgi/)

If you are interested in furthering your education, the Coast Guard Institute

Web site is a must-see.

This site is a comprehensive resource for visitors to learn how to select, enroll, set up a degree plan and fund a college education. In addition, the site supplies information for Coast Guard students such as how to order and view results for end-of-course tests.

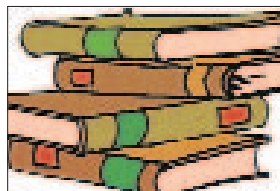
Did you know you received college credit just by completing basic training? You

received credits for finishing "A" and "C" schools as well. The Institute Web site provides a place for active-duty, separated and retired members to order Coast Guard transcripts to find your academic standing.

In addition, there is a place to order transcripts from the American Council on Education National Registry and the Community College of the Air Force.

In addition, the Web site has valuable links to learn where there is further funding for college, the education benefits available to spouses, and education grants from Coast Guard Mutual Assistance and the Coast Guard Foundation.

Think your Web site is unique?  
E-mail the URL to  
[jzettles@comdt.uscg.mil](mailto:jzettles@comdt.uscg.mil)





## Safety First

SEATTLE, Aug. 8 — A Coast Guard fisheries boarding team from the CGC Alert inspects a vessel for safety and fisheries violations. The vessel was cited for several major violations and was escorted back to port for a more in-depth inspection. PA3 Kurt Fredrickson, 13th Dist.

# Around the world, around the clock

Coast Guard Marine Safety Office Puget Sound is monitoring the clean-up of a diesel oil spill that occurred when a fishing vessel sank July 31 near Cherry Point. The focus is on cleaning the diesel sheen and recovering the vessel's batteries, which are considered hazardous material.

A Coast Guard Station Erie, Pa., rescue boat recovered six people in the water, and a good Samaritan recovered three others after their 30-foot boat broke in two pieces and sank in Lake Erie Sept. 9.

An aircrew from Coast Guard Air Station Cape Cod transported an infant who was in respiratory distress from Nantucket, Mass., to Boston in inclement weather at 3:30 a.m. Sept. 4.

A Coast Guard helicopter and rescue boat assisted the two-person crew of a sinking fishing vessel Aug. 1 off the Oregon Coast. Coast Guard rescue crews delivered dewatering pumps and safely escorted the fishing vessel Colombian back to shore after it began taking on water.

Two marine inspectors from Activities Europe in Rotterdam, the Netherlands, deployed to South Africa Aug. 19-23 to investigate the grounding of the American container ship Sealand Express.

Coast Guard units in Santa Barbara had a busy day Aug. 6 as they responded to three distress calls in the Southern California area: a fishing vessel aground, another taking on water and sinking, and a disabled pleasure craft.

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

### FY'03 By the numbers compiled Sept. 12

LIVES SAVED: 3,510  
SAR cases: 34,290  
Marijuana: 14,682 pounds  
Cocaine: 112,910 pounds  
Migrants: 5,814



## DIVERS DOWN

# CG divers join police, fire dept. to search pier

LOS ANGELES, Aug. 2 — Coast Guard divers from MSST 91103 out of San Pedro, Calif., joined the Los Angeles Police Department, Los Angeles Port Police and Long Beach Fire Departments to sweep 1,650 feet of pier in preparation for the



MK3 Brandon Kealinohomoku checks his dive gear before entering the water.

arrival of a Navy transport ship, USS Sisler, in the port of Long Beach.

The Coast Guard organized and performed the pier sweep because the nearest Navy Explosives Ordinance Disposal team was more than 100 miles away, said Lt. Brian Krautler, Coast Guard dive officer. “The Navy EOD primarily deals with disposal of explosives. It is our job to do the searches,” said Krautler.

Forty divers from many agencies were used because of the pier’s size, said Krautler. “We used more divers to get better coverage in a shorter time,” he added.

Piles are searched in teams of two and tied together with buddy lines, said BM2 Charles Ashmore, a Coast Guard diver for Maritime Safety and Security Team 91103. “We basically go up and down like a merry-go-round,” said Ashmore.

Being a Coast Guard diver is

difficult and dangerous.

“Sometimes I feel like a canary in a cage,” said Ashmore. “We search for bombs with our hands, if we find one, boom! Everyone knows where we were at.”

Fortunately, the day of searching didn’t produce too much excitement — the pier was found free of explosives, and the Sisler was safe to moor up.

MSST 91103 has seven Navy dive school graduates and one dive officer. Diving candidates attend a six-week course at the Navy Dive Salvage Training Center in Panama City, Fla. The course trains divers on how to recognize explosives, how to mark them and what information they need to provide to an EOD team.

Prospective candidates for dive training can contact the Coast Guard liaison at the Navy dive school, Lt. Mike Reagan or HSCS Eric Preuss (850) 235-5244.

Story and photos by PA3 Dave Hardesty, PADET Los Angeles



A Coast Guard diver inspects a portion of the 1,650-foot pier that needed to be cleared for the arrival of a Navy ship.

## CG ON 'THE ROCK'

## CGC Tern crew visits Alcatraz Island

SAN FRANCISCO, July 31 — The National Park Service gave the crew of the CGC Tern a behind-the-scenes tour of Alcatraz Island to show their gratitude for the Coast Guard's efforts to defend the national treasure.

During the past century, the San Francisco Bay Area Coast Guard has had its share of contributions to Alcatraz Island. Since 1909, the Coast Guard has maintained the Alcatraz Island Lighthouse, assisted with searching for escaped prisoners and escorted occupying Native American activists off the island. Today, the Coast Guard patrols the waters around Alcatraz and escorts ferries going to and from the island.

On a foggy San Francisco day the crew of the Tern, along with a few family members, toured what was once the most feared federal prison in the United States and saw what most people have only seen in movies and read about in books.

The constant up-keep and vandalism of Alcatraz has closed down major sections of the island to everyday visitors.

The crew and families of the Tern were able to see refurbished tunnels, prisoner guard walkways, old officer clubs, the hospital floor and climb to the top of the Coast Guard lighthouse.

According to National Park Service Ranger John Cantwell,

the Coast Guard lighthouse is the second of two lighthouses built on the island.

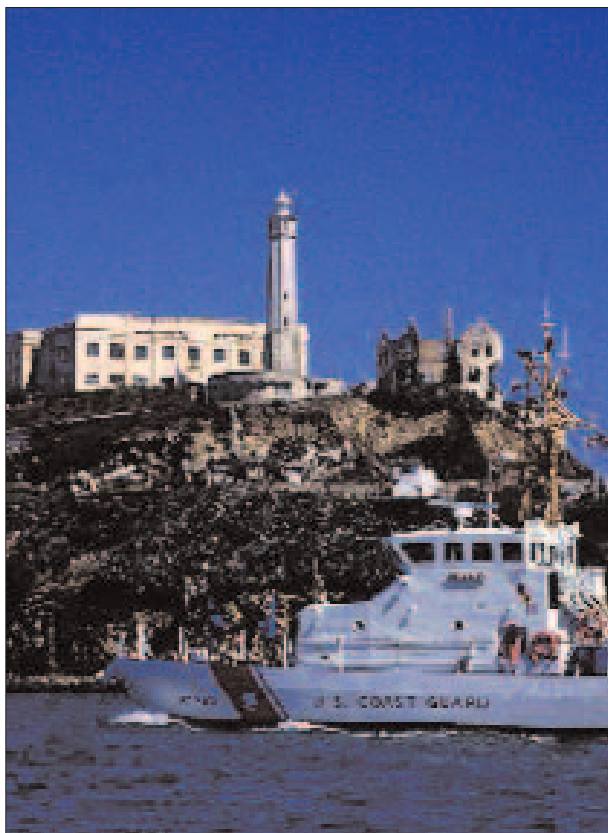
The original lighthouse served as a beacon to incoming ships before the construction of the three-story prison building completed in 1912, which warranted a taller lighthouse.

Prior to being a Federal prison, Alcatraz was a U.S. Army Fort. In 1934 the island was transferred to the federal prison system and housed infamous prisoners such as Al Capone, George "Machine Gun" Kelly and Robert Stroud, the "Birdman of Alcatraz."

A Native American group occupied the island during the six-year vacancy and cited treaties that surplus federal property had been promised to Native Americans. The activists occupied Alcatraz for 19 months starting in November of 1969. After setting fire to four buildings on the island, the activists were escorted off Alcatraz by the Coast Guard and Federal Marshals.

Today, Alcatraz Island is a tourist attraction that receives more than a million visitors per year. Making sure the ferries carry those visitors safely to and from Alcatraz is the responsibility of the Tern and the Bay Area Coast Guard.

Story and photos by PA2 Barry Lane, PACArea



The CGC Tern patrols the waters of Alcatraz Island.



Tern crewmembers look at the old Alcatraz prison laundry room.

# Vietnam crew reunites

*Surviving members receive overdue recognition*

Port Angeles, Wash., Aug. 16 — Rear Adm. Jeffrey Garrett, 13th District commander, awarded eight of the 14 original members of the CGC Point White ribbons and medals at Group/Air Station Port Angeles today for their service in Vietnam.

The eight surviving members received the Combat Action Ribbon, Navy Unit Commendation, National Defense Service Medal, Vietnam Service Medal, Coast Guard Sea Service Ribbon, Vietnam Gallantry Cross Unit Citation, Vietnam Civil Actions Unit Citation and the Republic of Vietnam Campaign Medal.

Most of the award recipients had family and friends come from as far away as Maryland's eastern shore to watch the awardees receive their long-overdue recognition.

In the 30-minute ceremony, retired Rear Adm. John Lockwood, a lieutenant in 1966, brought back vivid memories as he described what his crew went through in



Former members of the CGC Point White stand during a ceremony that was held to recognize their efforts in fighting the Viet Cong during the Vietnam War.

Vietnam; boredom, heat and humidity, very tight quarters, and long hours of patrolling the muddy Soi Rap River.

Retired Lt. Cmdr. Gerald Sampont described the Point White's ordeal with the Viet Cong on the evening of March 9, 1966. He said a Viet Cong junk opened fire and the Point White returned fire and rammed the junk to stop the heavy gunfire they were under. By the end of the battle, eight Viet Cong were killed and four were captured. More importantly, he recalled, not one Coast Guardsman targeted by the Viet Cong was killed or injured.

When it was time for Garrett to present the awards, all the recipi-

ents called up their family members in the audience to stand next to them as they accepted their awards.

Before the ceremony ended, the 13th District Chaplain, Lt. Cmdr. Edwin Carroll, asked the attendees for a moment of silence for the other five Point White crewmembers, who had passed away but were remembered for honorably serving with the 1966 crew.

The Point White's crew left the pier with a history that the Coast Guard finally recognized after 37 years.

Afterwards, the crew embraced, happy to see their fellow shipmates after so many years.

PA2 Anthony Juarez, 13th Dist.



## **BIG:** No small meeting

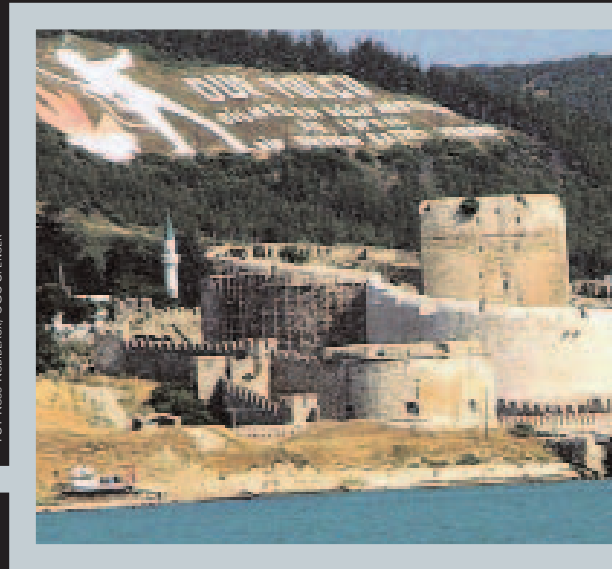
DENVER, Aug. 25 — (From left to right) Coast Guard civilian employees Wanda Wilson, Debra Murry and Afreda McKinney, discuss which workshops they will attend next at the week-long Annual Blacks in Government Conference here today. Nearly 100 Coast Guard active duty and civilians from across the country were in attendance. The week consisted of several Government Agency Forums and professional development workshops. BIG is a non-profit organization that addresses equity in all aspects of American life, excellence in public service and opportunity for all Americans.

Laverna Miller, President of the CG Headquarters BIG Chapter

FS1 ROSS ROBIDEAUX, CGC SPENCER

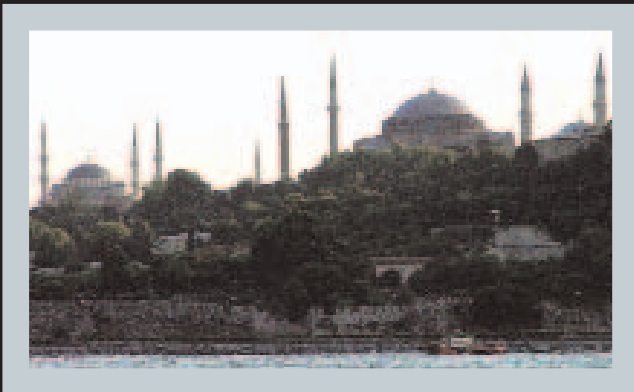


FS1 ROSS ROBIDEAUX, CGC SPENCER



**PHOTOGENIC PATROL** A photographic look at some of the sights the Spencer's crew saw as they transited the Mediterranean Sea in support of Operation Iraqi Freedom. The photos are of historic sights near the Turkish city of Istanbul.

FS1 ROSS ROBIDEAUX, CGC SPENCER





# ANYTHING BUT ORDINARY

The crew of the CGC Spencer chronicles their 90-day deployment to the Mediterranean Sea as part of Operation Iraqi Freedom

Story by Ensign Anne O'Connell, CGC Spencer



FS1 ROSS ROBIDEAUX, CGC SPENCER

FS1 ROSS ROBIDEAUX, CGC SPENCER

Spain, Greece, Turkey and the Ukraine are not places you normally associate with a Coast Guard patrol. On May 2, just a couple of weeks shy of beginning a 1st District fisheries patrol, the crew of the CGC Spencer shifted gears, received their anthrax shots, and began preparing for a 90-day deployment to the Mediterranean Sea in support of Operation Iraqi Freedom.

Immediately upon the change of schedule, assistance was offered to the Spencer from throughout the Coast Guard. Fellow Coasties from Boston's Integrated Support Command, Engineering Support Unit, Maintenance Augmentation Team, Weapons Augmentation Team, and Atlantic Area Cutter Forces joined ranks to help Spencer's crew prepare for its deployment. With the help of many Coast Guard units, the Spencer was ready to sail in less than two weeks; an act that allowed for the timely relief of the CGC Dallas and five 110-foot patrol boats returning from the Persian Gulf.

The Spencer's first port call came in Rota, Spain, after an 11-day Atlantic transit. Here, the crew learned that its primary mission for the patrol would be to conduct Maritime Interdiction Operations in support of Operation Iraqi Freedom. It would be Spencer's job to search for smuggled weapons, terrorists, and to serve as a platform for the Navy SEALs if a non-compliant boarding needed to be executed. Following its four-day port call in Rota, the Spencer steamed through the Straits of Gibraltar and into the Mediterranean Sea.

Spencer's destination was an area 50 miles off the coast of Naples, Italy, and its mission was to prepare for its role in the Joint Civilian Orientation Conference. JCOC is a three-day program designed to introduce civilian dignitaries to the missions of the U.S. Armed Forces. During this exercise, the Spencer's crew participated in tactical maneuvering drills with the USS LaSalle, USS Anzio, USS Providence, and USNS Patuxent. Additionally, a boarding team consisting of Spencer crewmembers and LEDET members from TACLET North conducted a series of mock compliant boardings on the LaSalle. These boardings proved to be an excellent opportunity for the boarding team to inter-



ITZ IAN RICHARDS, CGC SPENCER



PHOTO COURTESY OF U.S. NAVY

**GEARING UP** *Top:* Spencer crewmembers practice donning chemical, biological and radiological gear during their transit to the Mediterranean Sea in support of Operation Iraqi Freedom.

**UPWARD BOUND** *Right:* SK3 Mitch McMunn from the CGC Spencer climbs a boarding ladder up the side of the USS LaSalle during the Joint Civilian Orientation Course, which the crew participated in while in the Mediterranean.



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**A BOATLOAD** *Left:* A boarding team from the CGC Spencer returns to the cutter via a Navy SEAL small boat.

**SPLISH SPLASH** *Top:* Spencer crewmembers enjoy a swim call in the Mediterranean Sea.

FS1 ROSS ROBIDEAUX, CGC SPENCER

act with members of the Navy and civilian VIPs and to demonstrate the Coast Guard's role in the global war on terrorism.

After participating in JCOC and receiving praise from the commodore of the exercise for superb ship handling and boarding expertise, the Spencer set off toward its next port of call in Odessa, Ukraine. Sailing toward the Eastern Mediterranean, the Spencer made an eight-hour stop in Souda Bay, Crete, before continuing its journey through the Greek islands. At this point, the Spencer was now the only U.S. surface combatant in the Mediterranean Sea.

In order to get to the Black Sea and Odessa, vessels must navigate a difficult and congested waterway consisting of the Dardanelle Straits followed by the Sea of Marmara and the Bosphorus Straits. The Bosphorus, which is only a couple hundred yards wide in some places, flows directly through the ancient city of Istanbul and is one of the most dangerous waterways in the world.

Reaching the city at sunset, the Spencer was greeted by the sight of numerous small boats cruising through the harbor, ferryboats crisscrossing the straits, and oil tankers lumbering around its winding turns. Rising from the banks of the Bosphorus, the city was a cascade of colors amid a forest of minarets. Gliding past ornate houses and elaborate mosques, the Spencer exited the straits under the watchful eye of the ancient fortress still guarding the northern approaches to the city.

Exiting the Bosphorus, the Spencer entered the confines of the Black Sea and began its transit to Odessa. At the end of June, 25 days after departing Rota, Spain, the Spencer put over its mooring lines in the former home of the Soviet Fleet.

Intermingling with vessels and crews from Turkey, Greece, Great Britain, Germany, the Netherlands, Spain, Italy, and France, the Spencer began the work-up phase for Operation Cooperative Partner. Held every


year in the Black Sea, Cooperative Partner is a multinational exercise focused on non-combatant evacuation operations.

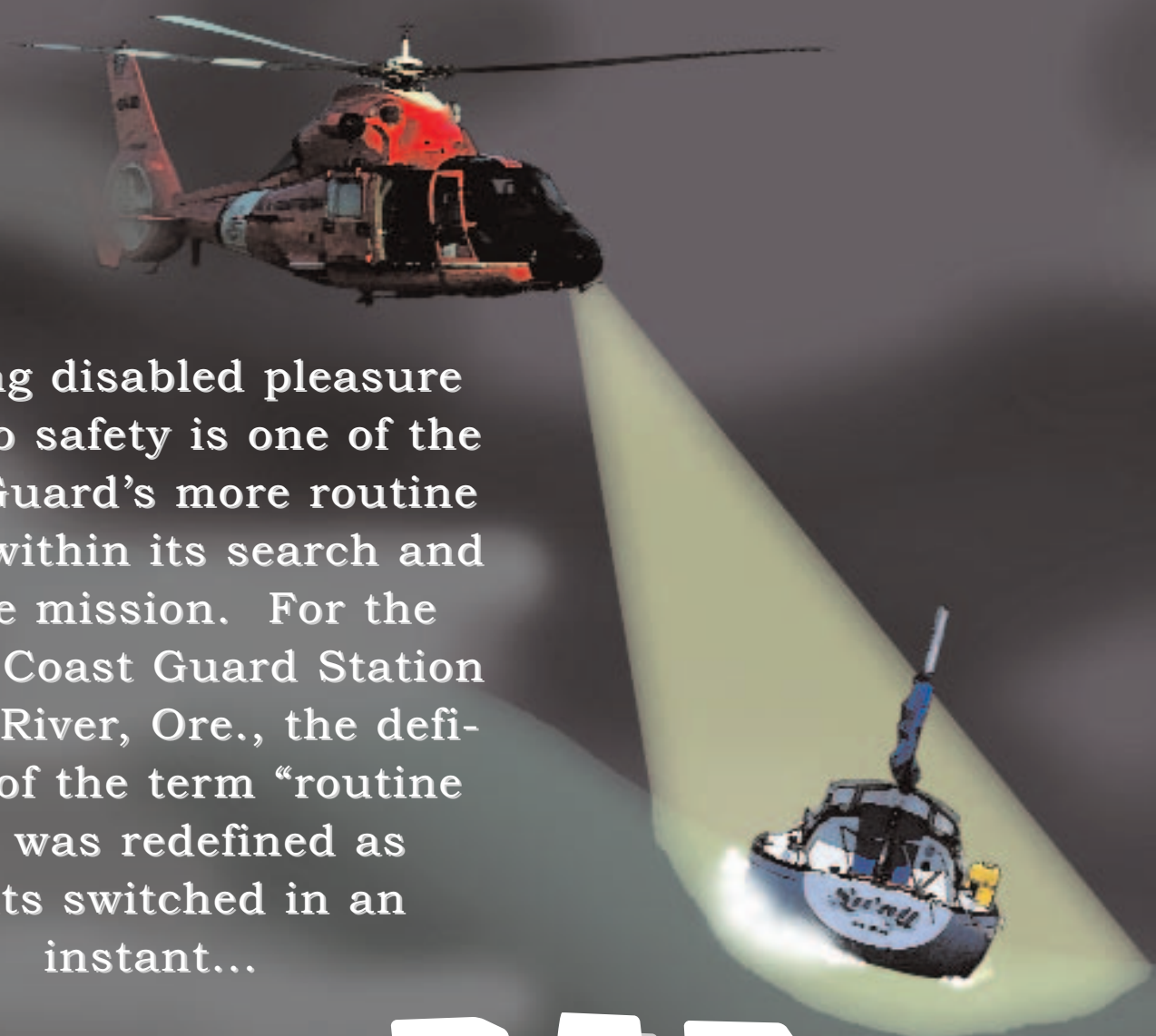
Bringing Coast Guard expertise to the table in the areas of maritime law enforcement, migrant interdiction operations, search and rescue, underway rescue and assistance, and towing, Spencer's crewmembers helped teach and prepare NATO allies for the underway exercises planned for the following week.

Unfortunately, almost a week into its participation in Cooperative Partner, the Spencer suffered a major engine casualty. In order to receive parts and supplies, the Spencer retraced its route and began an immediate dockside repair in Souda Bay, Crete. After three weeks, the ship was finally ready to sail again.

On July 25, the Spencer began to patrol the Eastern Mediterranean in support of Operation Iraqi Freedom. However, just as the Spencer reached the Eastern Mediterranean, fate decided to intervene again. This time, however, the news was good. After nearly 90 days away from their families, the Spencer received clearance from the Navy to return to Boston. Turning toward the west, the cutter began its nearly 4,000-mile transit home.

In many respects, this patrol was different than anything the Spencer had done in the past. There were no migrants to rescue, no vessels to be towed, no search and rescue. However, the crew remained flexible and upbeat in times of adversity, they interacted with people of different cultures, and proudly represented the United States halfway around the world.

The Spencer met the challenge of working with the Navy in conducting maritime and leadership interdiction operations and in carrying out multi-national exercises in the Mediterranean and Black Seas. The ship's missions changed, equipment broke, schedules were altered, and the Spencer was there to meet those challenges. 



Towing disabled pleasure crafts to safety is one of the Coast Guard's more routine efforts within its search and rescue mission. For the crew of Coast Guard Station Chetco River, Ore., the definition of the term "routine tow" was redefined as events switched in an instant...

*From* **BAD**  
*to* **WORSE**



Story and photos by PA2 Anthony Juarez, 13th Dist.;  
illustration by PA2 Ron Spellman, G-IPA-1

**M**itch Powell was sailing his 30-foot sailboat Sway, on a multi-day journey from San Diego when he started having trouble. Not only had his sailboat been de-masted by heavy winds, but it was also suffering from engine failure in rough seas. The situation warranted a call for help to Station Chetco River July 20.

### **A Routine Tow**

The Coast Guard crew launched their 47-foot motor lifeboat. For two hours, they battled 10-to 15-foot ocean swells in dense fog for nearly 23 nautical miles. Soon after arriving at the Sway's last reported position, they found the disabled sailboat. The five-man crew's initial relief upon encountering the Sway turned into a business-as-usual attitude as they took the boat in tow. Next, like they had done dozens of times before, they hunkered down and began the arduous journey back to the relative calm and safety of Brookings Harbor, Ore.

At the helm of the lifeboat was BM2 Greg Babst, of Wenatchee, Wash. Although he was somewhat fatigued due to the heavy jolts of the merciless seas, his thoughts remained sharp. He noticed immediately when Powell, left alone to operate the disabled sailboat during the tow, missed a regularly scheduled check-in; routine for this type of work. The crew began to worry about Powell.

Babst turned and saw that the Sway had disappeared somewhere behind them in the fog.

### **Search and Rescue**

"Hold on!" Babst barked to his crew, as he gunned the lifeboat's throttles. The Coast Guard vessel quickly maneuvered into a 180-degree power turn. Babst, avoiding the slack towline, ran back to check on the now-silent Powell while BM3 Jason Johnston vainly attempted to contact him.

When they encountered the Sway, the crew's collective demeanor shifted as they found the sailboat seemingly empty.

"I think he fell overboard," said Babst. "I'm turning around again, keep a sharp lookout," he called as his crew made ready for a rough-weather recovery.

Johnston and MK2 Jason Washabaugh scanned

the water through binoculars for any sign of life. It was a difficult task, as everything in view was white-washed with sea spray and veiled in fog. The coxswain blew the motor lifeboat's horn as it passed the pitching sailboat's portside in an attempt to hail the Sway's skipper.

"I see his boot," cried Fireman Casey

Stowe. "His leg is waving," he added with some bewilderment.

All eyes of the Oregon crew keenly focused their attention on the sailboat's stern where Powell's leg appeared to be waving behind the sailboat's aft rail.

"I'm moving in closer," Babst called as he squinted into the 35-knot winds.

### **Medical Emergency**

Babst was challenged to come alongside the sailboat as it rocked like an untamed bronco. He gasped to himself in trepidation as he suddenly spotted Powell lying helplessly on his back with his left leg pinned by the Sway's drogue line. The line, attached to a small canvas parachute, or drogue, designed to open underwater, was creating

drag to deliberately slow down the sailboat in heavy seas. The tension of the double-braided nylon line was slowly shearing off Powell's leg.

Babst immediately commanded his crew to shorten up the tow.



**RESCUERS:** The crew of Station Chetco River: MK2 Jason Washabaugh, Fireman Casey Stowe, MK2 Brian Richey, BM2 Greg Babst, BMCM James Bankson, MK1 Tom Wunder and BM3 Jason Johnston.

**“I can’t feel my legs ... I’m diabetic and I’m going into shock!”  
— Mitch Powell, master of the vessel Sway**

### Even Worse

MK2 Brian Richey, Washabaugh and Stowe hauled in the towline as Babst maneuvered to create the needed towline slack. This effort eased the tension on the Sway's now-bloody drogue line. As Powell freed himself of the once-imprisoning drogue line, he crawled to a nearby VHF FM radio.

"I can't feel my legs," crackled Powell with a wavering voice, seemingly in excruciating pain, then bluntly but clearly added a final message. "I'm diabetic," his voice cried sinking in pitch, "and I'm going into shock." The call was Powell's last as he fell unconscious.

What had started as a very challenging SAR case for Babst, a six year veteran with over 100 cases under his belt, had just become the most challenging in his career. He knew he had to get one of his crewmembers aboard the Sway, but to do so would put one of them at deadly risk. Taking a deep breath, he again maneuvered the 47-footer closer to the bobbing sailboat, but the Sway was being knocked by the seas so violently that it was clearly too dangerous for Babst to put one of his crew aboard.

"I knew I had to hurry, or he might not make it," Babst thought. With visibility at or near zero, getting a Coast Guard helicopter to assist was not possible. As the drumbeat of the boat's windshield wipers sounded in the background, it became clear to Babst that he and his crew were on their own and still very far from home.

Four hours had passed since the case began. All were on edge, unable to eat or sleep knowing there was little they could do for Powell except make the best speed possible to port. The conditions slowed the tow; the motor lifeboat could only muster an agonizingly slow five knots. All knew it was going to be a long night as they made their way to shore and waited for assistance to arrive.

### The Cavalry Arrives

That help came in the form of a second 47-foot motor lifeboat from Coast Guard Search and Rescue Detachment Rogue River, Ore., which arrived soon after sunset. The Rogue River crew positioned themselves alongside the Sway to provide escort and give visual updates to the fatigued Chetco River lifeboat crew.

"There is no way we can get someone aboard," said Johnston in a radio call to Station Chetco River. Listening in was BMCM James Bankson, the officer-in-charge of that station. Bankson, a 25-year Coast

Guard veteran, knew Powell needed emergency medical assistance. He decided to gamble on embarking an emergency medical technician from nearby Brookings, aboard his smaller and more agile Coast Guard 23-foot utility boat, with the hope of encountering a forgiving weather moment to conduct an at-sea transfer of the EMT.

At about this time, the fog finally cleared enough for a Coast Guard HH-65A Dolphin helicopter to launch from their coastal air station, but the sea conditions were the same and the sailboat's unpredictably rocking mast remnant made it impossible for a Coast Guard rescue swimmer to be lowered. The helicopter could only hover, pray and provide much-needed spotlight illumination.

Meanwhile Bankson, along with EMT Chris Dodson and MK1 Tom Wunder, raced the 23-footer across the sea. They soon spotted the small armada lit up by the searchlight. They were determined to get life-saving assistance to Powell.

Bankson was relying on his 23-years of coxswain experience to enable the final effort in this coastal saga. Above the hum of the smallboat's twin 150 horsepower engines, Bankson prepared Dodson for the leap. "Get ready," he shouted through the night air. "And don't hesitate!"

### Assistance is Rendered

By taking a leeward approach to the Sway, Bankson was able to charge the utility boat ahead so that it momentarily rubbed against the Sway's gunnels. Wunder and Dodson, timing the pitch and yaw of both vessels, leaped onto the slippery fantail of the battered and disabled sailboat Sway.

"Sir, can you hear me?" Wunder shouted to a lethargic Powell, who was lying on the deck of his cabin. Dodson, meanwhile, found some peanut butter in Powell's stores and quickly spoon-fed him the sugar-rich food, rolling back many of Powell's diabetic shock symptoms. Then, Dodson cut Powell's trousers back to treat the injuries suffered earlier from the nylon line. Both rescuers kept Powell calm and warm as the small Coast Guard force neared Chetco River's entrance buoy.

### The Road Home

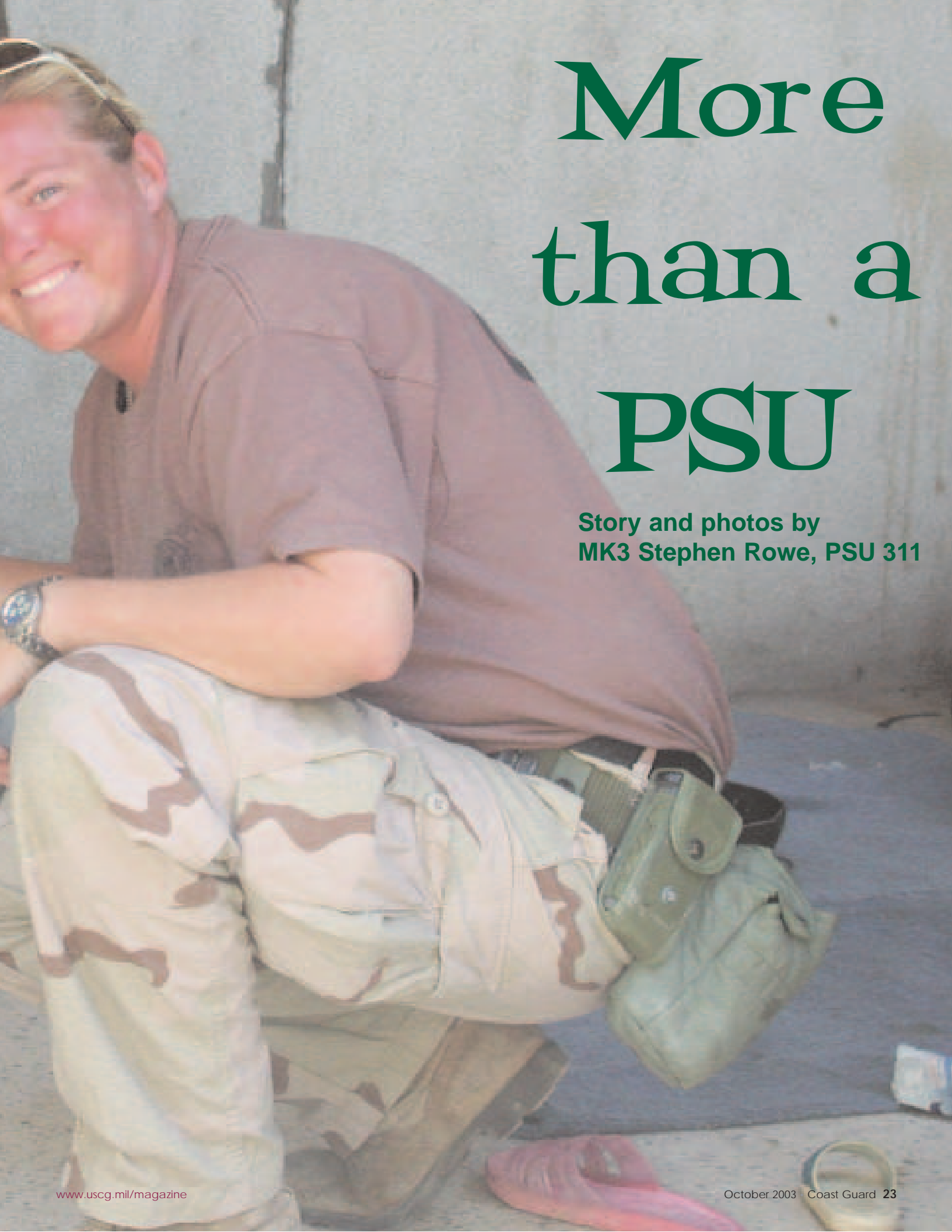
The two motor lifeboats, utility boat and the sailboat finally moored up at the station at 1 a.m. Awaiting paramedics took Powell to the ambulance. "Thank you" whispered Powell to his rescuers as he was loaded into the ambulance. Powell would recover fully. 📍

**The line, attached to a small canvas parachute, or drogue, designed to open underwater, was creating drag to deliberately slow down the sailboat in heavy seas. The tension of the double-braided nylon line was slowly shearing off Powell's leg.**



**HELPING HANDS**  
BM1 Tracy Randall  
enjoyed helping the  
Iraqi children.



A man with blonde hair and sunglasses on his head is sitting on the ground, smiling. He is wearing a brown t-shirt and camouflage pants. He has a watch on his left wrist and a green bag slung over his shoulder. There are some items on the ground, including a pink shoe and a yellow container.

# More than a PSU

Story and photos by  
MK3 Stephen Rowe, PSU 311

Sitting in a classroom surrounded by excited Iraqi school children was probably not the first thought that went through BM1 Tracy Randall's mind when she found out she was deploying to Iraq with the Coast Guard. But, in rundown classrooms and overcrowded hospital hallways, members of Port Security Unit 311 discovered how much their hard work and sacrifice has meant to the people of Iraq.

Port Security Unit 311, of San Pedro, Calif., patrolled the waters of Umm Qasr, Iraq's only deep-water port, for three months starting at the end of March. Their mission was to provide waterside security to the humanitarian aid ships and military assets in and around the port.

While their mission to secure the port was critical, members were interested in getting involved with the local people. "Only days after the start of the war, we convoyed up to Iraq and through the town of Umm Qasr. Seeing the children standing on the side of the road in torn and dirty clothes, begging for food and water, was heart wrenching. We all wanted to help," said Lt. j.g. Susan Diekman. A few weeks later, when hostilities subsided, the men and women of Port

Security Unit 311 sprung into action. Utilizing supplies from the Navy's "Project Handclasp," the unit selected several schools and a local hospital to deliver much-needed supplies.

By American standards, the Umm Qasr Hospital would be considered little more than an outpatient clinic. But in Umm Qasr, this small, dilapidated clinic would see more than 2,000 patients a day; a huge increase from the 200 patients they used to see under the rule of Saddam Hussein. Men and women from PSU 311 delivered a truckload of basic medical supplies including bandages, Tylenol and disinfectants. Dr. Saad, the hospital's director of pharmacy, said the supplies would be put to immediate use adding he was "very grateful."

"I was shocked by the level of poverty," noted PS2 Pat Hassell of Los Angeles and a member of the Los Angeles Police Department. "Thirty-five years ago, this was one of the wealthiest countries in the world. Now it's worse here than any part of Los Angeles."

While the donations were being made, other members walked the halls of the hospital and were able to meet some of the people they were helping. BM3 A.J.



### ALL SMILES

Iraqi women and children smile and wave to members of PSU 311.

White of Redondo Beach soon found himself surrounded by kids. “How can you not be jazzed about all the smiles on the kids faces? Suddenly you’re not a guy in uniform, you’re just a guy hanging out with kids.”

The scene was similar just down the road at the Jerusalem Primary School, a rundown building serving 400 students. Randall was shocked at the conditions she found. “What we call a shack, they call a school.” The school yard was little more than a walled-off patch of desert, littered with Iraqi military helmets and garbage that included the portraits of Saddam Hussein that had been ripped out of the text books and torn to shreds.

Books, paper and pens as well as physical education equipment were delivered to the school. The school principal, Usamma Mustafa, said the school had suffered from years of neglect, and the supplies would be put to use quickly. Inside the classroom, the girls in their school uniforms sat patiently as the men and women passed out treats. “They were very polite and waited to open their candy,” said Randall. As she was saying goodbye, Randall walked back into the room and sat down at one of the desks and was immediately sur-

rounded by excited children. “It’s a beginning to years of making it better,” said Randall. “I want to give more.”

And they did. PSU 311 gathered excess food and sundries from the packages they received from home. Volunteers gave up the very limited free time they had to pack boxes of goodies and make trips into town. Almost everybody in the unit gave something. There were as many reasons for giving as there were people volunteering to go out into town. “A lot of people have children and they missed the interaction with their kids,” said Diekman.

Outside the school, a woman who wanted water stopped her. Explaining that she had none, the woman insisted on having her picture taken with Diekman. As the picture was being taken, she reached out and held Diekman’s hand. “It touched my heart,” said Diekman.

“The Coast Guard is in the business of defense, but we also render aid in all situations,” Hassell said, “I wanted to give something back to the Iraqi people.” For Randall, her experience in the town of Umm Qasr gave her insight into the value of her service and personal sacrifice. “It made everything worth it,” she said. 🇺🇸



## STOPPING TO CHAT

PS2 Pat Hassell, of Los Angeles, talks with some Iraqi children.



### **GOOD STUFF**

HS2 Elizabeth  
Figueroa hands out  
goodies to the Iraqi  
children at school.



## FRIENDS

(left) Lt. j.g. Susan Diekman stops for a picture with a local Iraqi woman who grasped her hand just before the picture was taken.

## SMILE FOR THE CAMERA

(below) BM2 Roger Wilson plays with the Iraqi children.







# Bullseye

Lt. James Knapp fires a shot at a target 50 yards away during the NRA's National Pistol Matches at Camp Perry, Ohio, July 18.

# Coast Guard p shoots for exc

Story and photos by PA3 Cindy Marshall, 9th District

It's midafternoon, and there's no shade on the open range.

The watchtower stands in the center of the field with the rangemaster inside. Shooters stand at wooden tables. Lt. Lee Fleming, assigned to Thomas Nelson Community College in Newport News, Va., and MKCS Brad Wise from Group Detroit, stand at the same table. Wise, a stock, 6-foot, 230-pound man, keeps his head down and his eyes closed.

"Ready on the right," the rangemaster's voice is heard from a row of speakers that line behind the shooters.

Wise takes in a deep breath.

"Ready on the left."

He opens his eyes and raises his head. His left hand rests in his pant pocket. His right hand holds a .22-caliber pistol. He brings his arm up. The only thing on his mind is sight alignment and trigger control as he prepares to fire at a bullseye target 25 yards down range.

"Ready on the firing line."

The line of targets turns, and the crackle of the guns begins.

Wise and Fleming joined Lt. James Knapp, an H-60 pilot for Air Station Kodiak, Alaska, MKC Robert Gossett of the CGC Venturous, and PS1 Gary Feazelle of Station Portsmouth, Va., to represent the Coast Guard at the National Rifle Association's National Pistol Championship at the Air National Guard Post, Camp Perry, Ohio, July 15 - 19. All five members competed in both the individual and team portions of the competition. The days were long, and the sport was tough, but the experience was unforgettable.

More than 700 people and 100 teams, including at least one from each branch of Service, competed. The first relay of shooters for the individual matches began around 7:30 every morning, and each relay lasted up to two hours. All five Coast Guard members then met

back for the team matches held at 3 p.m. During the breaks, some built guns, some bought guns and all of them talked about guns.

Even at night, many stayed immersed in the unique atmosphere of Camp Perry. Feazelle and his wife slept in huts, which used to house POWs.

"The huts are 14-by-14, single-floor dwellings with panel walls, concrete floors, three windows, two sockets, four steel bunks, a couple of shelves mounted on the wall, and one light bulb in the ceiling. Everything after that is fluff, if you brought it," Feazelle said.

The panels were torn, the windows and light bulb bare. Cobwebs nestled in corners of the walls and bed frames. A padlock was mounted on the weathered wooden door on the outside only.

Fleming, Wise and Gossett hit the racks in the post's barracks, an open squad bay much like those from Coast Guard boot camp in Cape May, N.J. Other shooters bunked in the same squad bay.

For the week at Camp Perry, shooting was their focus. Each one of the shooters had put time and money into practice leading up to the event and they wanted to see it pay off.

"I've trained hard," said Fleming, the officer in charge of this unofficial team. "This is the big show. This is the culmination of a year's worth of training. The best of the best show up here."

Fighting the nerves from the pressure reinforced the concept that the bulk of this sport depends on the right mentality.

"If you get too pumped or too stressed, you'll get shaking. They call him the match monkey. The match monkey gets up on your arm, and he jumps around," Wise explained. "You need to be calm."

Easier said than done. The course of fire alone may challenge one to remain calm and focused. During the slow-fire stage, shooters shot 10 rounds in 10 minutes at a 2 3/4-inch bullseye target 50 yards away. For



# Pistol team Excellence

timed fire, they shoot two, five-round strings. For each string, they have 20 seconds and shoot from the 25 yard mark. In rapid fire, they have 10 seconds for each of two, five-round strings from the same distance. All stages must be shot using one hand, unsupported.

Adding to the difficulty of the course, shooters struggle against the Lake Erie wind and changing weather, malfunctions (if any) with the firearms and their own physical limitations.

"You're trying to make your body do what it's not designed to do ... and that's to stand perfectly still," Feazelle said.

To stay calm and completely focused takes discipline," said Feazelle.

"No matter how good you get, you sometimes forget something," he added.

When everything is remembered,



#### READY LINE

The ready line is where shooters wait with all their equipment for their turn on the range at Camp Perry.



**HE SHOOTS, HE SCORES!**  
Navy Chief Robert Maust scores Coast Guard Lt. Lee Fleming's target after the timed fire stage at Camp Perry, Ohio, July 17. The timed fire stage consist of two strings of five rounds. The shooter has 20 seconds for each string and shoots from 25 yards.



especially during the national matches, it makes the experience more fulfilling.

“The greatest satisfaction I get is that it’s something I do on my own,” said Fleming. “It takes a tremendous amount of discipline to shoot a pistol well, and when you do it well, you know you are in control of your environment. You control that gun; you control the trigger. It’s the culmination of a whole lot of things that are going on inside of you that just say, ‘okay, this is what it takes to shoot an X.’ When you shoot an X, you know you’re in control.”

This experience isn’t an unattainable goal, said Knapp.

“One of the neat things about this competition is it doesn’t really matter about your size, strength or speed. You can still use the same techniques and you can reach the same level of performance regardless of your physical condition,” said Knapp. “I’m shooting next to a man with a half of a leg.”

No matter what level of skill a shooter had, all other shooters wanted to help him get better.

“People give you pointers or help you in some way. It’s really all about bringing people up,” said Gossett, who has been shooting competitively for four years.

The people who came to Camp Perry carried a passion for the sport and a love for the camaraderie. From loaning equipment to a complete stranger to offering advice, encouragement and shooting stories to anyone who will listen, many made it a personal obligation to share their passion with someone else.

“I remember when I first started out, everybody wanted to help me out. So, I try to do the same thing,” said Fleming.

It is this passion for the sport as well as his passion for the Coast Guard that has driven Fleming to try to recruit and organize an unofficial team every year since 1996.

In 1994, the official All Coast Guard Team disbanded, and all funding for the marksmanship program ended, except for the Coast Guard Academy’s Collegiate team. This year was the second successful year Fleming was able to bring a team together.

“The main reason I do it is pride. I want people to see the Coast Guard is represented. I may grumble a little bit about the fact that we don’t get supported, but it’s important to be in uniform. It’s important to fly the flag,” he said.

The Coast Guard was well represented. The team won first place for the overall team competition in the expert division of the service category and individuals took first place in a few competitions as well.

Even as Fleming packed his bags to head home, next year was already on his mind. With Gossett retiring and Feazelle going off active duty, Fleming knows he needs more people. He wants the Coast Guard to be represented in the team competitions, so he’ll go home and begin recruiting and practicing now for next year’s competition. 🇺🇸

## Bravo Zulu



### FLETC 2002 Honor Graduate —

Special Agent Andrew Clapp was recently selected from more than 32,000 students as the Federal Law Enforcement Training Center's Honor Graduate for 2002. The Coast Guard Investigative Service prides itself on selecting the best and the brightest to serve as Coast Guard special agents. Clapp is a clear example of the very best in a long line of law enforcement officers with a noble tradition.

With a small force for such a relatively large, multi-mission organization, CGIS understands the need to recruit only those persons who truly exemplify the highest standards. Clapp's Coast Guard career embodies those traits.

FLETC has long been recognized as an integral part of the Coast Guard's special agent training program, providing invaluable and expert instruction and mentoring in a wide array of disciplines.

From basic criminal investigator training to specialized courses in officer safety and survival, protective service operations, fraud, computer-related crimes, counter-smuggling operations, advanced interview, interrogation and surveillance operations, and illegal narcotics investigations, FLETC provides the education and skills necessary for a professional law enforcement entity to succeed and meet the needs of its public and fellow law enforcement partners.

Clapp's outstanding reputation and performance throughout his Coast Guard career led to his selection in 2001 to serve as a Coast Guard special agent. Clapp's selection and recognition as the 2002 Federal Law Enforcement Training Center Honor Graduate is a testament to his professionalism, devotion and dedication to duty. Being honored with this prestigious award has brought great credit not only upon himself and his proud family, but also the entire Coast Guard.

Story by Rear Adm. Stephen Rochon, G-C2

### Capt. Edward R. Williams Reserve Award For Excellence —

Lt. Daniel Ostergaard, USCGR, of G-I-1, was chosen as the 2003 winner of the Captain Edward R. Williams Coast Guard Reserve Award For Excellence.

Ostergaard was selected as a result of his outstanding leadership and mentoring. He actively mentors young Coast Guard officers and has successfully created a greater awareness of the need of mentoring in the Coast Guard.

Through the Academy leadership staff, Ostergaard volunteers to be a mentor to women and minorities. He has initiated a plan to reach out to cadets and provide mentoring opportunities through the leadership fellowship at the Harvard University John F. Kennedy School of Government.

Ostergaard actively participates with the National Conference of Black Legislators. His involvement has resulted in the organization recognizing the needs and opportunities of both women and minorities in the service. Ostergaard's enthusiasm and efforts recently helped a minority officer choose to remain a member of the Coast Guard.

In civilian life, Ostergaard recently served as a member of the staff of the governor of Florida. His exemplary leadership has been recognized by his selection as the G. Manley Leadership Fellow for Harvard University's Kennedy School of Government, where he currently serves.

The award sponsor is the National Naval Officers Association. Ostergaard received the Capt. Williams Award at the NNOA national conference Aug. 4-8 at the Fleet Anti-Submarine Warfare Training Center, San Diego.

Story by Rear Adm. Robert Papp, G-WT

# Do You have what it TAKES to be A Coast Guard *Surfman*?

As the missions of the service have greatly expanded, surfmen have firmly retained their image and hallmark as lifesavers.

## A legacy of lifesaving —

The legacy of lifesaving was handed down from several organizations that merged to form the Coast Guard. No organization contributed more to the Coast Guard's image as a lifesaver, however, than the United States Life Saving Service. Throughout their 44-year history, the USLSS is credited with saving more than 178,000 people. The mainstay of the USLSS was the surfmen; men who crewed lifeboats and performed daring and often amazing rescues.

Today, the title of surfman is reserved for the service's most highly trained boat handlers. Surfmen are the only coxswains qualified to operate rescue boats in breaking surf conditions. Surf is both unpredictable and treacherous and requires the utmost boat driving skill and mastery. Of the 188 boat stations currently in the Coast Guard, 20 stations are located in areas with surf conditions that require surfmen. Surfman qualification is the pinnacle of professionalism at these units.

## Few have what it takes —

The training and qualification process to become a surfman is long and demanding; few have what it takes. Only 1 out of every 25 BM1 or BM2s will achieve qualification as surfman and become part of this elite community. Throughout their careers, surfmen often prove to be among the service's most outstanding achievers; prior to the Ratings Review Team, 35 percent of BMCMs and 25 percent of BMCSs were qualified surfmen.

## A badge of courage —

A strong sense of pride and history is embodied in the insignia that surfmen wear. The surfman insignia recognizes the highest level of boat operations experience and the immense responsibility that surfmen undertake in the performance of their duty. The design of the surfman insignia is based on the insignia of the USLSS: those who wear it carry on a tradition, recall to us our history, and honor our legacy of lifesaving.

## How to become a surfman —

If you think you have what it takes, or want to find out more about this exciting program, call (202) 267-4315 or click the "Surfman Program" link at:

<http://www.uscg.mil/hq/g-o/nmlbs/index.htm>

Story by Lt. Bill Gibbons, G-OCS-1

# Small Stuff



**Battelle teams with the Naval Institute to advance technology & innovation writing** — Battelle, one of the world's largest independent applied research and development organizations, has announced that it is teaming with the U.S. Naval Institute to foster writing on technology and innovation issues in Proceedings magazine.

The pledge provides for the publication of additional articles each year dedicated solely to technology and innovation. Also, authors of technology and innovation articles published during 2003 will be considered for the first Battelle Prize for Writing on Technology & Innovation, which will be presented to the winner at West 2004, the annual exposition and symposium cosponsored by the Naval Institute and to be held February in San Diego.

Proceedings is a monthly publication of the Naval Institute, a nonprofit association dedicated to the understanding and advancement of sea

power and other issues critical to national security.

Battelle serves government and industry in developing new technologies and products. It develops the technology behind the products of some of the most successful companies in the world with a focus on developing high-quality solutions and products and reducing time-to-market.

For information on how to submit an article to Proceedings, check out the "author guidelines" link at [www.usni.org/magazines.html](http://www.usni.org/magazines.html).  
Naval Institute

**FRA essay contest** - The Fleet Reserve Association has chosen "What Patriotism Means to Me" as the theme for its 2003-2004 Americanism Essay Contest. This year's awards include a grand national prize of a \$15,000 U.S. Savings Bond, with \$5,000, \$3,000 and \$2,000 Savings Bonds awarded to the first, second and third place winners in each grade category.

All regional winners will be judged at the national level and will receive a certificate of recognition. Other prizes are awarded at the branch and regional levels.

All entrants shall be students in grades 7 through 12 (or equivalent).

Entrants must be sponsored by a branch of the Fleet Reserve Association, a unit of the Ladies

Auxiliary, or a member-at-large.

The essay shall be on the theme designated and shall not exceed 350 words.

The essay shall be legibly written or typed on one side of the paper.

A student may submit only one essay each year.

Each entry must be accompanied by a separate sheet stating: the entrant's name, address, zip code and telephone number, school grade (or equivalent), name of school or the words "home schooled," student's social security number, number of words in the essay, and the sponsoring member, branch or unit.

All judging of essays must remain anonymous. Students should include their name on the cover sheet only; NOT on the essay.

Entries sponsored by branches or branch members must be submitted to the respective branch Americanism-Patriotism chairman and post-marked no later than Dec. 1, 2003 for judging at the branch level.

Entries sponsored by members-at-large must be submitted to the National Americanism-Patriotism chairman at 125 N. West Street, Alexandria, VA, 22314-2754. All MAL entries must be postmarked no later than Dec. 1, 2003.

All essays become the property of the FRA.

Fleet Reserve Association

## Shipmates

**Iwo Jima Memorial Service:** A memorial service and banquet commemorating the 59th Anniversary of the marines landing on Iwo Jima will be held Feb. 21, 2004, at Camp Pendleton's South Mesa Staff NCO Club in Oceanside, Calif., at 4 p.m.

This event will be preceded by planned activities Feb. 19 and 20.

The men, wives and friends of the 3rd, 4th and 5th Marine Divisions, supporting units involved in the landing, and the general public are cordially invited to participate.

For further information, please contact:

Iwo Jima Committee  
308 Aqueduct Court  
Placentia, CA 92870-5469





### Housing

There is no on-base housing. Average rent in the Whatcom County area ranges from \$500-\$1000 a month.

### Facilities

Group Seattle is 80 miles south of the station. They have a small exchange. Naval Base Everett is 50 miles south; it has an exchange and a commissary.

### Education

Western Washington University, Bellingham Technical College, and Whatcom County Community College are all located nearby.

### Weather

During summer months, the average temperature is 75 degrees. Throughout the winter, the temperature ranges from the mid 50's to the low 40's. Expect rain eight months out of the year.

# Greetings from Coast Guard Station Bellingham

Greetings from Station Bellingham, Washington! The station is located in the 13th District, under the operational control of Group Seattle.

The Coast Guard has had a "permanent" presence in Bellingham since 1947. Our present station was commissioned July 9, 1999, and is on the forefront of homeland security and international marine law enforcement. We work extensively with other agencies within the Department of Homeland Security, such as Border Patrol and Customs.

The station is billeted for 28 enlisted personnel with 46 enlisted currently attached. We have mostly boatswain mates, machinery technicians and non-rated personnel, along with a newly attached storekeeper filling a support petty officer position. The active duty compliment is augmented by eight Title 10 reservists, 14 reservists in a drilling status, and supported by Auxiliary Flotillas 11, 17, and 19. The station has one 47-foot motor life boat, two 27-foot special purpose law enforcement boats and is receiving three 25-foot response boat during the next fiscal year.

During the "new normalcy" and since Sept. 11, 2001, our station has executed 260 search-and-rescue cases, conducted 600 plus maritime law enforcement boardings, seized several million dollars of narcotics and currency, and conducted homeland securi-

ty patrols in cooperation with federal, state, local, and Canadian law enforcement agencies to provide a presence and deter threats.

Bellingham is one of the most desirable cities to live in in the Northwest. Bellingham is uniquely situated on the Puget Sound close to the foothills of Mount Baker. In addition, it is also bordered by two recreational lakes, which include Lake Whatcom, and Lake Samish. Recently Bellingham was rated one of the top 10 most breathable cities in the United States. We are located 50 miles south of Vancouver British Columbia, and 90 miles north of Seattle; to the west of Bellingham is the Pacific Ocean and the San Juan Islands.

Bellingham is also home to several schools of higher learning, including Western Washington University, Whatcom Community College and Bellingham Technical College. The population of Bellingham is 69,300.

There are numerous amounts of outdoor activities in the Whatcom County area, including hiking, snowboarding, skiing, golfing, fishing, mountain biking, water-skiing, swimming, dirt-bike riding, and rock climbing.

Story and photo by Seaman Jeremy Wylie, Sta. Bellingham

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

## YOUTH IS SERVED

BM2 Roger Wilson, a member of PSU 311, visits with Iraqi children while deployed in support of Operation Iraqi Freedom.

Photo by MK3 Stephen Rowe, PSU 311

