

Coast Guard

Shield of Freedom


September
2004

CLEANING UP

Coast Guard units jump to action as areas repair damage done by Hurricane Charley.

Humanitarians

Border Patrol

PSU Life

Heroes

The world's best Coast Guard

AUXILIARISTS JEAN AND ROBERT COLBY



Jean and Robert Colby are two of the most highly-decorated Auxiliarists ever, both holding Gold Life-Saving Medals and Auxiliary Plaques of Merit. Plaques of Merit, or “A Awards”, are awarded for rescues using extreme skill at risk of life. Mrs. Colby holds two of these.

In 1990, the Michigan-based Colbys executed two rescues, the first of which resulted in Mrs. Colby’s first A Award.

While they were on patrol May 18, 1990, the pair received a call describing two men alongside a capsized vessel on Michigan’s Saginaw Bay. Mrs. Colby, wearing a survival suit, went into the water to rescue one of the men. However, the 300-pound man, who had been unconscious from hypothermia, panicked and pushed Mrs. Colby under the water. After considerable struggle, she managed to pull the man onto her boat with help of her husband.

Four months later, the Colbys received their second challenge when the Jupiter, a one million-gallon tanker, caught on fire in the Saginaw River.

Many of the Jupiter’s crew had gone into the water; some were panicking, and some couldn’t swim. Meanwhile, the ship was engulfed in fire and smoke, with internal explosions causing debris to fall around the Colbys.

The two Auxiliarists took five crewmen aboard, administered first aid and delivered them to a dockside ambulance. They returned to the Jupiter twice more to rescue more crewmen and set up a safety zone. During the next two weeks, they put in more than 400 hours assisting Michigan disaster and Coast Guard personnel on the case. Their “extreme and heroic daring” that day earned them Gold Life-saving Medals and other high honors.

Story and photo courtesy Kay Larson, USCG Auxiliary

Coast Guard

U.S. Department of Homeland Security



Features

10 *The good neighbor*

By PA1 Danielle DeMarino, 7th Dist.

The CGC Venturous delivers food and clothing to recent flood victims in the Dominican Republic and to Haitian orphans.

14 *On the border*

By PA3 Allyson Taylor, 9th Dist.

Station Alexandria Bay and the Border Patrol work together to secure America's northern border.

20 *Covering territory in the combat zone*

By PA2 Zac Crawford, CG Forces Southwest Asia

Get a glimpse of the most frequently and longest deployed unit in the Coast Guard.

Departments

6 *News Beat*

24 *Log book*

Check out Coast Guard magazine on the Web.
www.uscg.mil/magazine

September 2004



ON THE COVER

Members of ANT Ft. Lauderdale and ANT St. Petersburg repair a day board marker damaged by Hurricane Charley near Ft. Myers, Fla.

Photo by
PA3 Beth Reynolds,
PADET St. Peters-

FINAL CALL The American Flag is lowered for the last time aboard the CGC Sundew at its decommissioning ceremony May 27.

Photo by PA2 David Mosley, 9th Dist.



Homeland
Security

UP FRONT

SHOWTIME

Crewmembers aboard a 47-foot motor lifeboat from Station Honolulu participate in an intense chase scene Aug. 2 during the filming of the upcoming NBC police drama "Hawaii."

Photo by PA3 Jennifer Johnson, 14th Dist.



UP FRONT





UP FRONT

CITY SALUTE

Fireman Jermaine Evans renders honors during colors aboard the CGC Penobscot Bay in New York Harbor.

Photo by PA2 Mike Hvozda,
PADET New York



CGC Sequoia crew intercepts Chinese migrants

HONOLULU, Aug. 1 — The Coast Guard transferred 44 undocumented migrants to Guatemala today for repatriation to the People’s Republic of China, after they were interdicted in the Pacific Ocean 350 miles southwest of Cabo San Lucas, Mexico.

The migrants were aboard the 77-foot stateless fishing vessel Rainbow No. 1.

Rainbow No. 1 was heading northeast when it was intercepted by the CGC Sequoia. The Sequoia was on its maiden voyage from Marinette, Wis., to its new homeport in Apra Harbor, Guam. The Sequoia crew detained the migrants aboard Rainbow No. 1 and escorted the vessel while awaiting a final disposition on the case.

A law enforcement detachment from the Pacific Area Tactical Law Enforcement Team, based in San Diego, was delivered by the U.S. Naval Vessel Curts to assist with security aboard the fishing vessel.

The CGC’s Edisto, homeported in San Diego, and George Cobb, homeported in San Pedro, took over the escort from the Sequoia on Aug. 7. The CGC Steadfast, homeported in Astoria, Ore., relieved the Edisto and

George Cobb of the escort Aug. 12, and began the escort of the Rainbow No. 1 to Guatemala.

This brings the number of Chinese migrants interdicted in fiscal year 2004 to 68 compared to 15 in 2003. This number is significantly lower than the 1999 high of 1,092. Chinese migrants often rely on organized and violent migrant smugglers to gain entry into the United States. In many cases, migrants are taken to Central American countries and smuggled across the U.S. land border.

14th Dist. Public Affairs
AP Photos by Rodrigo Abd



Top right: An undocumented Chinese migrant (photographed through white netting) waits aboard the CGC Sequoia before being delivered to the Guatemalan migration authorities at the Pacific port Puerto Quetzal, about 62 miles south of Guatemala City, Aug. 23.

Top left: An undocumented Chinese migrant, holds up a piece of paper with his name on it, as he waits in a bus after being delivered to the Guatemalan migration authorities by the CGC Sequoia.

Left: An undocumented Chinese migrant is delivered by a Coast Guardsman to the Guatemalan migration authorities at the Pacific port Puerto Quetzal.

Coast Guard

America's
Shield of Freedom

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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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CG units repair damage from Hurricane Charley

FT. MYERS BEACH, Fla., Aug. 18 — Numerous Coast Guard assets and personnel were deployed to ensure the reliability of aids to navigation in the waterways sur-

rounding the Ft. Myers Beach area and provide cleanup assistance on land after Hurricane Charley hit Florida.

There are more than 500 aids to navigation in the Port Charlotte area alone, one-fifth of which are estimated to be in need of repair, reconstruction or repositioning.

Aids to navigation repairs are being conducted by Coast Guard teams from St. Petersburg Fla., Ft. Lauderdale, Fla., and Ft. Pierce, Fla. Major reconstruction is being done by the CGC Vice, an inland construction tender from St. Petersburg, and the CGC Oak, a buoy tender from Charleston, S.C.

Coast Guard personnel from Sector Miami, Fla. and Group St. Petersburg are rotating in and out of the Ft. Myers Beach area assisting local residents and agencies with clean-up efforts.

Coast Guard Station Fort Myers Beach is fully operational and has almost completed necessary repairs of property damaged during the storm. Station crewmembers have also been performing various humanitarian aid efforts since the devastating storm when able, such as distributing water and ice to their surrounding communities.

The ongoing repair efforts are estimated to take up to 2-3 weeks to complete.

7th Dist. Public Affairs



PA3 BEH REYNOLDS, 7th Dist.

MK3 Victor Avila (right) from ANT Ft. Lauderdale and MK3 Ryan Bailey from ANT St. Petersburg bring aboard a buoy that is out of position in the Caloosahatchee River.

WEBHOT!



<http://cgcentral.uscg.mil>

CG Central is the cutting-edge of internal communication for Coast Guard personnel. This Web site was designed to streamline the most pertinent information and resources to make getting information quicker and more efficient.

Coast Guard members can customize their pages with the information they need at their fingertips.

Visitors will find a comprehensive list of resources including Commandant Instructions and Manuals, Directives and various reports and records. There are also links to the Readiness Management System, strategic initiatives like Deepwater and Coast Guard racing and a comprehensive list of Coast Guard magazines and publications. Additionally, users will be able to look at the latest Coast Guard messages and news.

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

In short, CG Central was designed to make your job easier and more effective, so check it out!



Pie Hole: Shut

BERING SEA, Aug. 4 — YN3 Alex Miranda downs a blueberry pie during a pie-eating contest aboard the CGC Morgenthau in celebration of the Coast Guard's birthday today. The Morgenthau, homeported in Alameda, Calif., is deployed in the Bering Sea on an Alaskan patrol.

Photo courtesy of the CGC Morgenthau



Around the world, around the clock

The CGC Kukui and technicians from the National Oceanic and Atmospheric Administration repaired a weather buoy that was no longer properly transmitting information, located approximately 200-miles northwest of Kauai, Hawaii, during the week of Aug. 16. The weather buoy, also known as the "surf buoy," is operated by NOAA and is one in a string of four buoys located throughout the Hawaiian Islands.

The Coast Guard in Juneau, Alaska, coordinated the rescue of a British man making his second attempt to row across the Pacific Ocean from Choshi, Japan to San Francisco. Mick Dawson used his EPIRB to call for help after his 23-foot row boat capsized. Dawson was picked up by the crew aboard the German cargo vessel Hanjin Philadelphia.

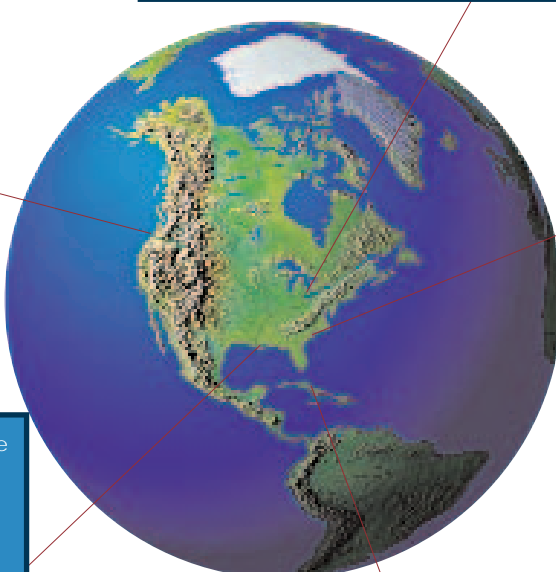
The 270-foot CGC Legare returned to its homeport in Portsmouth, Va., Aug. 24, after a 61-day deployment to Central and South America. During their patrol, the crew participated in two international military exercises and worked in their free time to improve two schoolhouses that were in need of repair.

Two exhausted surfers who were stranded on a cliffside near Otter Rock in Lincoln City, Ore., were hoisted to safety by a Coast Guard helicopter from Coast Guard Air Facility Newport, Ore., Aug. 23. In addition, a mobile land unit, a 47-foot motor lifeboat and a 23-foot response boat from Station Depoe Bay were launched to assist the two Idaho natives.

The CGC Kodiak Island repatriated 11 Cuban migrants to Bahia de Cabañas, Cuba, Aug. 24. The migrants were from two separate groups intercepted since Aug. 19.

FY'04
By the numbers
compiled Sept. 2

LIVES SAVED: 4,599
Marijuana: 25,449 pounds
Cocaine: 159,518 pounds
Migrants: 10,599



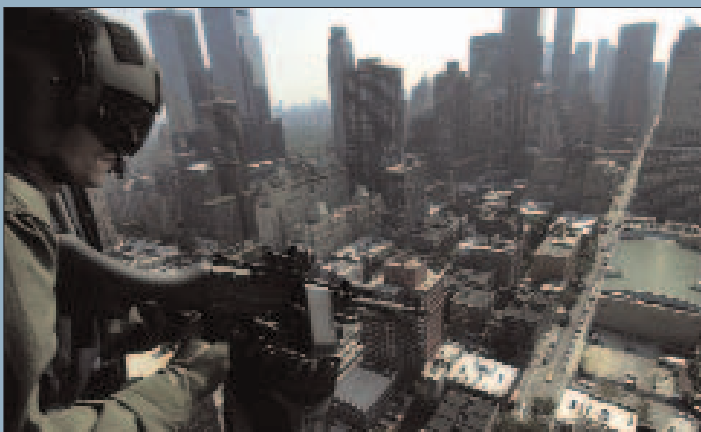


Row, row, row your boat

NEW LONDON, Conn., Aug. 13 — Coast Guard Swab, Nathaniel Rhodes, front, and the rest of his platoon respond to their cadre after rowing from Mamacoke Island and back to the Coast Guard Academy on the Thames River, here today. Coast Guard Swabs went through "Sea Trials" today — a day of physical and mental exercises.

AP Photo by Dana Jensen

MIDTOWN WATCH



NEW YORK, Aug. 29 — BM2 Chris Karpf maintains a vigilant watch from a Coast Guard helicopter in skies above midtown New York today. Armed Coast Guard helicopters conducted security patrols over New York City during the Republican National Convention.

Photo by PA2 Mike Hvozda, PADET New York

National Preparedness Month kicks off in September

WASHINGTON, D.C., September — This month has been declared National Preparedness Month, and throughout the month, hundreds of activities have been planned across the country to highlight the importance of individual emergency preparedness. The National Preparedness Month coalition, which includes the Department of Homeland Security, more than 80 organizations and all 50 states and territories, will encourage Americans to take simple steps to prepare themselves and their families for any possible emergencies.

"National Preparedness Month will give everyone an opportunity to work toward a better prepared America," said Homeland Security Secretary Tom Ridge. "This broad coalition and vast number of activities and events will allow us to reach millions of individuals and inform them about ways they can prepare for emergencies in their homes, businesses and schools."

State and territorial activities range from preparedness booths at the state capitol or state fairs; to proclamations, press conferences or town hall meetings on preparedness issues; to statewide public service announcements and emergency training. The more than 80 National Preparedness Month partner organizations will help reach millions of Americans by communicating the simple ways that individuals can prepare for emergencies.

Department of Homeland Security

Are you prepared?

- What items should be in your emergency supply kit?

Find out at www.ready.gov.

- What should you do during a biological, chemical, nuclear or radiation threat?

Find out at www.ready.gov.

- Where should you and your family members go during an emergency?

Devise a plan using the guide lines at www.ready.gov.

Bottom line: Check out www.ready.gov to get informed and prepared for future emergencies.

El Buen Vecino —

Story and Photos by PA1 Danielle DeMarino, 7th Dist.

The essence of everything you do in life is giving, not receiving, according to a man who spends most of his time doing just that with the aid of the community in Puerto Rico and the Coast Guard.

He believes you have to put your heart and soul where your mouth is.

Orvil Miller, public affairs officer for Coast Guard Auxiliary Flotilla 1-12 based out of San Juan, Puerto Rico, and coordinator of the Ministry of Helps, did this most recently by enlisting the help of the CGC *Venturous* for the largest humanitarian aid effort ever

organized by his church.

With the aid of the *Venturous* and its crew, some 34,000 pounds of food and clothing were delivered to the famine-stricken victims of recent floods and impoverish conditions in the Dominican Republic and to 300 orphaned children in Haiti.

The more commonly publicized interdictions of undocumented Haitian and Dominican Republic migrants at sea sometimes overshadows the knowledge of humanitarian shipments made possible by the Coast Guard. While en route the Dominican Republic this past July, an unplanned meeting in the Mona Passage with the very people to whom the Coast Guard was bringing aid, dramatically intertwined the two missions.

Thirteen migrants got an up close and personal sneak peek at the food en route to the very same island they had almost died trying to leave. As the *Venturous'* crew searched for the 16 others that inevitably perished at sea after their boat capsized, the extremely lucky surviving migrants sat near the many pallets of food destined for their community.

They braved unpredictable and shark-infested waters, which proved to be the wrong avenue toward a better life, as it had so many times in the past. Sadly, it brought death to their friends and family and delayed



the good neighbor

the humanitarian aid from reaching their homeland by two days.

As the tragedy unfolded, the irony was not lost on the crew of the *Venturous* as they canvassed the darkening waters for more survivors. Their hope faded as the new day dawned.

“We’re looking for people in the water with nothing more than the shirts on their backs while we are trying to bring them the goods they need,” said OS3 Rob Whitford as he sat wondering if the arrival of the shipment would help prevent future similar tragedies.

Miller, who was aboard for the journey and performed lookout duty as well, was optimistic that the shipment would indeed deter further voyage attempts. He heard from the surviving migrants that they would not attempt the trip again due to the risk involved and that they were appreciative of the Coast Guard’s delivery of the much-needed goods.

The citizens of the Dominican Republic who were directly affected by the Coast Guard’s rescue from both drowning and famine are by no means the Coast Guard’s only fans.

Miller claimed the Coast Guard is known throughout the Caribbean as *El Buen Vecino* – the good neighbor, especially in Puerto Rico.

“The Coast Guard has done in Puerto Rico what no

other federal agency or branch of the Armed Forces has as far as actions to back their humanitarian mission.”

Miller points out that this most recent effort is just one of six coordinated through, and made possible by, Coast Guard Base San Juan.

Base San Juan has served as the hub for every shipment of humanitarian aid Miller has organized. The collaborative efforts have brought goods to Venezuela, El Salvador, the Dominican Republic and Haiti in the past through commercial means, the CGC *Vigilant* and a Coast Guard C-130 airplane.

It was Puerto Rico’s public, local businesses and churches that were responsible for the collection of the supplies. But the Coast Guard’s crucial part in delivering the goods did not go unappreciated by Miller during this last transit. He expressed this by leading the crew in thanks and prayer after the on-load in San Juan.

Miller admits the shipments would not be possible without the aid of the Coast Guard, and he feels the shipments are the bricks in the foundation on which these Third World countries can stand. He believes “with these efforts, a larger conscientiousness also has to evolve,” and hopes the coordination with the Coast Guard may one day serve as an example for other U.S. organizations. 📷



HOISTED TO SAFETY

Far left: A Dominican migrant is hoisted to safety aboard the CGC *Venturous* on July 13 after spending about 30 hours at sea.

LOTS OF GOODS

Left: The crew of the CGC *Venturous* secure a pallet of goods destined for the Dominican Republic. A total of 34,000 pounds of goods was loaded onto the cutter while import at San Juan, Puerto Rico on July 12.

CARING FOR THE INJURED

Right: SK1 George Beltran tends to a Dominican migrant suffering from shock due to spending approximately 30 hours at sea before her rescue by the crew of the CGC *Venturous*.



FRESH WATER

A Dominican migrant takes in some fresh water aboard the CGC Venturous after spending almost 30 hours in the salty waters of the Mona Passage after the boat she and others were traveling capsized.

El

Buen
Vecin

O

USCG





ON THE BORDER

Station Alexandria Bay and Border Patrol agents work together to prevent illegal importation across America's Northern

Story by PA3 Allyson Taylor, 9th Dist.



PAC, JEFF HALL, 9TH DIST.

BORDER GUARDS Station Alexandria Bay's 25-foot response boats sit ready at a pier in upstate New York.

NET RETURNS BM3 Ryan Chatland hauls in the net of the Running Gear Entanglement System after a demonstration to Border Patrol agents in Massena, N.Y.





PAC JEFF HALL, 9th DIST

Nestled on the banks of the St. Lawrence River in upstate New York, summer mist slowly burns off as the sun breaks through the clouds, waking the small town of Massena to the promise of a warm summer day just on the horizon.

This peaceful day begins with a routine patrol for Coast Guardsmen and Border Patrol agents who have been working together patrolling the waters around Massena for illegal importation.

"Last year we had six major seizures totaling \$200,000 of hydroponic marijuana and 18 undocumented migrants," said BMC Furman Alden, officer in charge at Station Alexandria Bay, N.Y. "Drugs, cash, cigarettes and people are smuggled across the border. Marijuana and cash is smuggled south into the United States, and cigarettes are smuggled north."

Since December 2002, there have been significant seizures, including 537 pounds of marijuana, more than \$250,000 in cash, 16 boats and more than \$200,000 worth of cigarettes.

Smuggling is just one of the worries in Massena.

"The situation gets very complicated here. There are two countries, two counties and a reservation," said MK1 Jesse Ponder of Station Alexandria Bay.

The Akwesasne Reservation is the only American reservation that crosses the border of two countries, which makes smuggling between Canada and America through the waterways easier, Alden said.

"This is a prime area for smugglers since there are

LOOKING AHEAD BM2 Ty Norris (left), BM3 Trevor Kimber and MK2 Toni Little (right) from Station Alexandria Bay work with U.S. Border Patrol agents in the Massena, N.Y., area of the St. Lawrence River.

no customs checkpoints on the roads that run from Canada to the U.S. on the reservation. Without checkpoints, there is no way to check or report what is coming into and going out of the country, making it easy to move product across the border," Alden said.

While on patrol in the waterways, three two-man crews, consisting of one Coast Guardsman and one Border Patrol agent, are positioned at different intervals on the seven-mile stretch of water.

Having three boats at varying points on the river allows for a broader scope of area to be surveyed. They communicate with one another anything that may seem suspicious.

"A couple of boats will pull into a dock on the Canadian side and are only there for a couple of minutes while they make the pick up, then take off," said BM2 Ty Norris of Station Alexandria Bay.

Only one boat will have possession of what is being transported, but all of the boats will take off at the same time, hoping to confuse officials.

"We can't chase all of them," Norris said. "We have to guess at which one took the product on board and pursue them."

The boats the smugglers use are faster and can

PACKING IT IN MK1 Jesse Ponder and BM1 Brandon Liessen of Station Alexandria Bay pack the RGES for deployment.



PA3 ALYSON TAYLOR, 9th Dist.

outrun Border Patrol and Coast Guard boats by 30 to 45 miles per hour, making a boat chase sometimes frustrating for the joint-agency crews.

Occasionally, high-speed boat chases have lasted as long as five minutes. Five minutes can seem like a long time when whipping around in an open boat without brakes, airbags or seatbelts, on a river about the width of a two-lane highway.

Recently, one chase ended only because the boat being pursued ran aground on an island, forcing the boat to an abrupt stop.

A new system is being implemented in the area to help fight illegal importation.

Station Alexandria Bay introduced the Running Gear Entanglement System to the Border Patrol as a new tool of detaining boats that are suspected of smuggling. From a black box mounted on the tow bit at the stern of a Coast Guard boat, 60 feet of line is shot toward the boat by 3300 pounds of pressurized air. Once the line is in the water, the boat runs over it, causing it to become entangled in the propellers of the engines. The engines cut out, ultimately forcing the boat to come to a stop. Agents are then able to question the boat's operator and inspect the boat's

contents.

"Since we can't catch these boats, we will have to follow them into one of the tributaries, set up the system and wait for them to come back out," said Alden. "When they come out, that is when we will have the chance to deploy RGES and apprehend anything illegal they might have on board."

Throughout the Coast Guard, only three stations are authorized to use RGES. Station Alexandria Bay is the only unit in the Ninth District to have the system.

"Smugglers will always have bigger and faster boats, but anything helps, and the entanglement system is a start. There is a good possibility it could work very well here in the right situation," said Dick Ashlaw, Border Patrol agent in charge in Massena.

Every situation will not always be perfect, but every tool they can use helps in the fight against smuggling.

As night falls, the joint patrol comes to an end. A last look at the water, and Norris notices a boat creeping to a dock. He grabs his binoculars to get a closer look.

"You can never be too sure about what is going on. It is better to be too cautious and keep an eye on anyone you may think suspicious. If they aren't



PA3 ALYSON TAYLOR, 9TH DIST.

breaking the law, they have nothing to worry about,” Norris said.

Ten minutes pass, and the boat Norris spotted is moored to the dock. The team sees that nothing suspicious is happening, and they head in for the day, eager to end the patrol until next time. 📷

RIVER WATCH *Top:* The 25-foot response boat from Station Alexandria Bay races by the Power House of Bolt Castle in the Thousand Islands Region of upstate New York. *Below:* Station Alexandria Bay crewmembers demonstrate the RGES for Border Patrol agents.



PA3 ALYSON TAYLOR, 9TH DIST.





COVERING TERRITORY

IN THE COMBAT ZONE

Upon completion of their current assignment, PSU 307 will be the most frequently and longest deployed unit in the Coast Guard.

Story and photos by PA2 Zachary Crawford,
Coast Guard Forces Southwest Asia Public Affairs

Coast Guardsmen from Port Security Unit 307 from St. Petersburg, Fla., are once again doing their part to fight terrorism in Kuwait as part of Operation Iraqi Freedom.

The unit has completed six months of their scheduled 12-month tour at the Kuwait Naval Base.

PSU members have played a huge role in the war on terrorism ever since the bombing of the USS Cole in Yemen.

“The mission of the PSU — it’s a real mission, we see all the stuff come in, we see it go out, and a successful day for the PSU is a day when nothing happens and everyone comes off of watch safe,” said Ensign Will Bowden, communications officer and security manager for PSU 307. “It may not be the most glamorous job that the Coast Guard has, but it’s fulfilling and it’s as real and as dangerous as it gets.”

Bowden also talked about the importance of working jointly with the other services here in Kuwait.

“I think everyone is learning a lot from working with both the Army and the Navy here in Kuwait. In Cuba,

we didn’t work as close with the other services,” said Bowden. “But here in Kuwait, we are working hand-in-hand everyday with the other services. It gives us a chance to learn a great deal from each other and find out how everyone operates in this type of setting.”

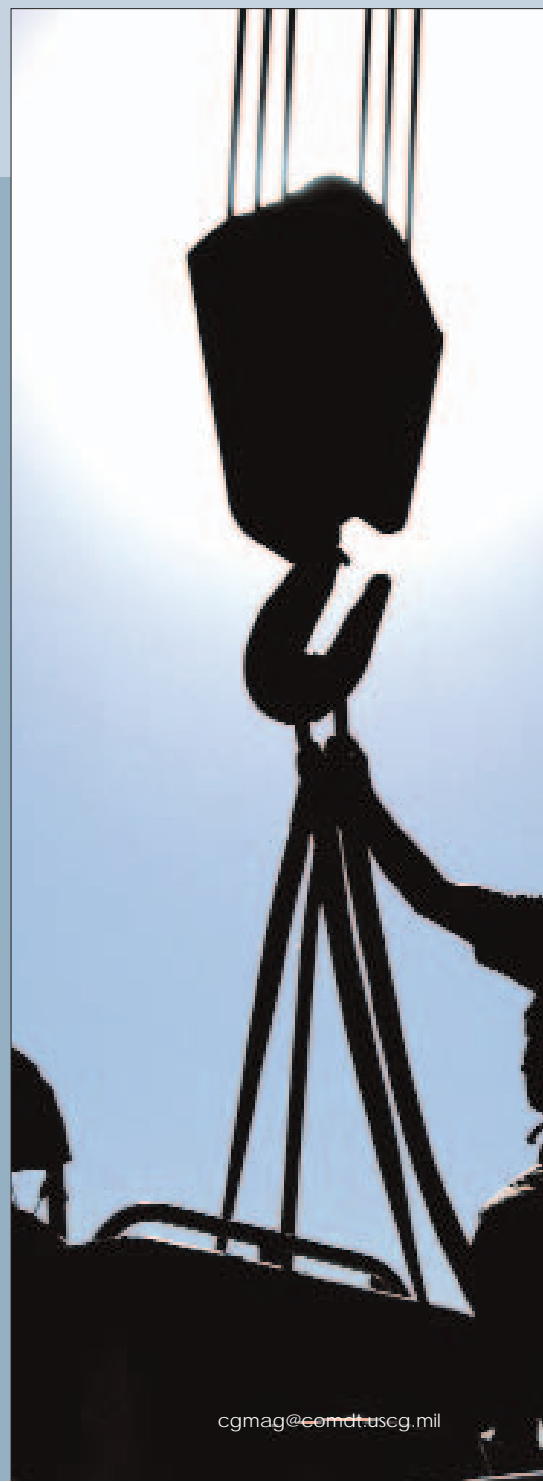
BM1 John Moist, a section leader with PSU 307, temporarily assigned here from Station Key West, said he has learned a great deal even though he’s only been here for a short while.

“I’ve only been with the PSU for four months and I’m glad to finally be able to come work with these guys after volunteering three or four times before this,” said Moist. “My primary responsibility here is to be a boat coxswain but we’re all here to make sure that those guys working on the pier have an easier job and safer working environment.

“They don’t have to worry about anybody messing with them or trying to

PRACTICE MAKES PERFECT BM3 Saul Marcheano, from PSU 307, breaks away from underway drills with the CGC Wrangell.

Right: MKC Bruce Bryant, from PSU 307, sets up a crane to lift one of the PSU’s Transportable Port Security boats out of the water at the Port of Ash Shuaybah, Kuwait, for some routine maintenance.



harm them in any way,” said Moist, a 13-year Coast Guard veteran. “We help them make sure supplies and personnel get to where they need to be.”

Moist also talked about some of the difficulties he and his fellow members have run into while operating in Kuwait.


“It’s a pretty hard job with such challenges as wind, weather and the obvious possible dangers of working in this type of environment,” said Moist. “Between our boat crews and the landside anti-terrorism, force-protection watchstanders, we have our work cut out for us protecting assets that could be potential targets of terrorism.”

Before this deployment, members of the PSU have had their hands full with all kinds of real-world missions.

Members of the PSU deployed to Bahrain for Operation Southern Watch,

following the attack on the USS Cole in the Yemen. After a brief return to their civilian occupations, the events of Sept. 11, 2001 happened and threw the unit right back into action. Deployed to the port of Boston for 90 days, the unit participated in Operation Noble Eagle. Seven months later, they were on their way to Cuba.

About 100 PSU members were deployed during the summer of 2002 as part of Operation Enduring Freedom. They provided personnel, equipment and capabilities for waterborne and shoreside security for Guantanamo Bay where al-Qaida and Taliban detainees from Afghanistan and other countries are being held.

Though fully prepared for deployment, members of PSU 307 were gone longer this time than on any previous mission. The PSU is scheduled for a one-year deployment here which will make them the most frequently and longest deployed unit in the Coast Guard. 



SQUEAKY CLEAN Members of Port Security Unit 307 and their U.S. Navy counterparts clean their crew-served weapons during a shift change at the Port of Ash Shuaybah, Kuwait. The Florida-based PSU is in Kuwait for a year conducting operations as part of Operation Iraqi Freedom.



Small Stuff

World War II Veterans Outreach

The Coast Guard has announced an initiative to identify and collect the oral histories of its World War II veterans. Coast Guard World War II veterans, including SPARs and merchant mariners, are encouraged to record their histories online with the Library of Congress Veterans History Project at www.loc.gov/folklife/vets.

Those veterans needing assistance in recording their stories can receive help from their local Coast Guard Auxiliary public affairs contact by leaving a message at 877-875-6296.

Retirees Activities Office

CGC Cuyahoga Commemoration

Coast Guard Training Center Yorktown is scheduled to hold the 26th memorial commemoration to honor the 10 Coast Guardsmen and one Indonesian Naval

Officer who lost their lives aboard the CGC Cuyahoga (WIX-157) Oct. 20, 1978.

This year's ceremony will begin with morning colors on the parade field at 8 a.m., followed by a no-host breakfast being served at the Port of York at 8:15. At 9:30 a service will begin at the Cuyahoga Memorial site. This year's keynote speaker will be Master Chief Petty Officer of the Coast Guard Frank Welch.

For more information, contact MKC William every at (757) 856-2371 or via e-mail at wevery@tcyorktown.uscg.mil.
TRACEN Yorktown

Correction On page 13 of the July issue of Coast Guard Magazine, a 25-foot small boat from MSST 91104 is mistakenly described as being from MSST 91108.

Editor

chuckles



THE PRIDE INVOLVED IN RECEIVING
THE COVETED CUTTERMAN PIN.

**Promoted recently?
Receive an award?**

Remember, the folks back home care about YOU.

Let family and friends back home know about your accomplishments.

See your Public Affairs Officer and fill out a Fleet Home Town News release form.

Greetings from ANT Crisfield, Md.

Aids to Navigation Team Crisfield, in southern Somerset County, Md., is located at the head of the Little Annessex River in Tangier Sound.

Nine personnel are assigned to the ANT. Rates include boatswain's mates, machinery technicians and non-rates. The officer in charge is a BMC. The unit has two vessels: a 49-foot Buoy Utility Stern-Loading vessel and a 21-foot Trailerable Aids to Navigation Boat.

The yearly schedule normally consists of annual inspection of aids to navigation from September through December, ice operations through March 15, and light reliefs, buoy operations, unit and vessels maintenance and training throughout the spring and summer. The ANT is responsible for approximately 700 aids to navigation.

Crisfield's history is based on the seafood industry, and the town features many excellent seafood restaurants. Home to the annual National Hard Crab Derby, Crisfield is proud of its ties to the Chesapeake Bay. Popular festivals include the Soft Shell Spring Fair, the J. Millard Tawes Crab and Clam Bake, and the Terrapin Sands Fish Fry.

Crisfield also boasts one of the largest marinas on the East Coast, Somers Cove Marina, with 450 slips. Charter and head boat fishing opportunities are plentiful, as well.

On the waterfront at Somers Cove Marina, you can visit the Crisfield Historical Museum and Visitors Center. The Port of Crisfield Escorted Walking Tour begins at the museum and includes a visit to a crab processing plant where skilled workers can be seen picking crabs and shucking oysters with lightning speed.

Nearby Janes Island State Park offers hiking, camping, picnicking, swimming, boating, and fishing. Story by MK3 Negrón, ANT Crisfield

Housing

Housing is available for members without dependents. Members with dependents live on the economy. Most personnel live in near-by Salisbury, Md. Average rent for an apartment is between \$650 and \$900, and rent for a house is between \$800 and \$1000.

Education

Continuing education is available at Wor-Wic Community College, Salisbury State University and the University of Maryland Eastern Shore.

Facilities

The nearest military facilities are Group Eastern Shore, which is 40 miles away, and Dover Air Force base, which is 70 miles. An exchange, gym, medical facilities and space A flights are all available at Dover.

Weather

The average summer temperature is around 90 degrees. Winter temperatures are in the 30's, and it generally only snows once or twice a year.



ANT CRISFIELD

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



ROCKET'S RED GLARE

BM2 Nathan Purinton keeps watch while providing a security zone for a fireworks display off Fire Island, N.Y., July 3.
Photo by PA2 Mike Hvozda, PADET New York