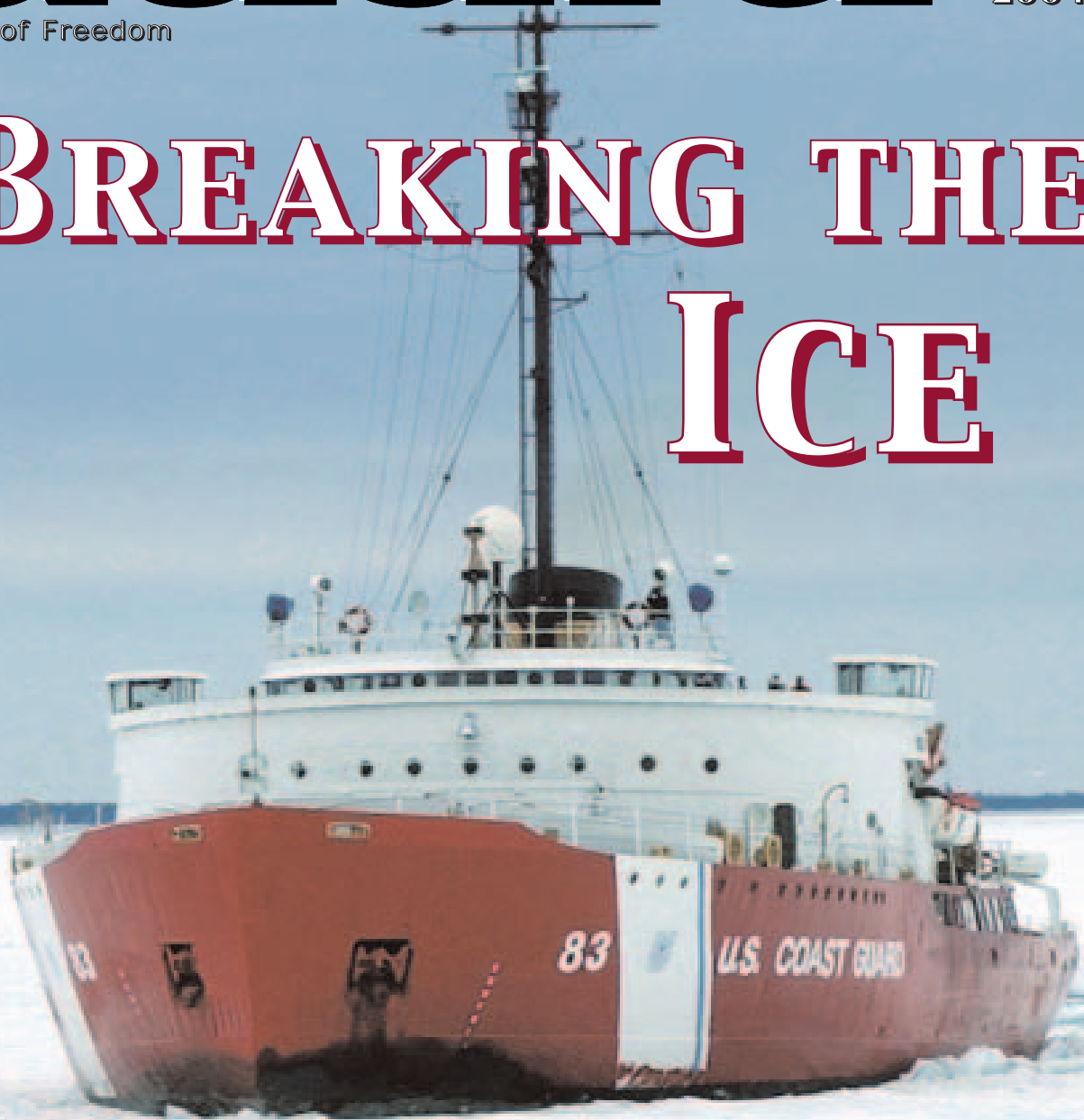


Coast Guard

Shield of Freedom



BREAKING THE ICE



The Coast Guard responds after colder than normal temperatures increase ice formations in the northern Great Lakes region.

Ferry disaster



Texas justice



Air walking

Heroes

The world's best Coast Guard

CHARLES WALTER DAVID, JR.

Steward's Mate First Class Charles Walter David, Jr., was an African-American Coast Guardsman who served aboard the cutter Comanche during World War II.

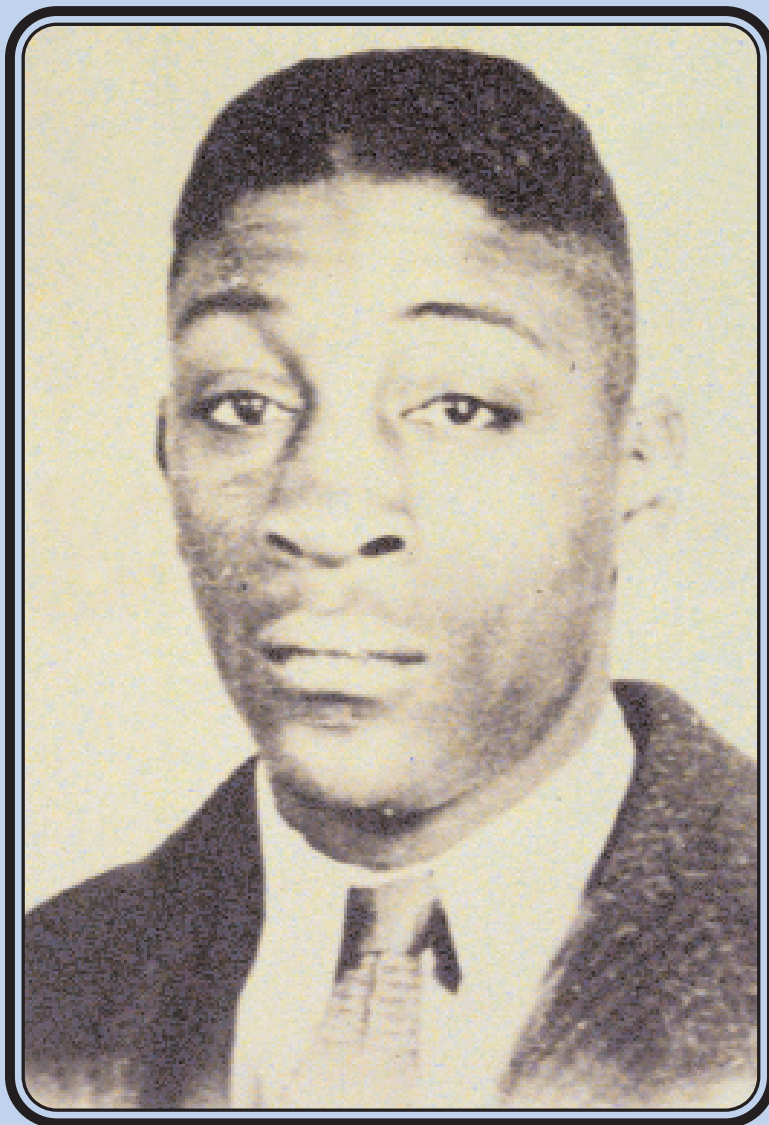
When the Comanche came to the aid of the survivors of the torpedoed transport Dorchester in the cold waters off Greenland, David volunteered to dive overboard to help rescue those in need — practicing the newly devised “rescue retriever” technique.

David repeatedly dived overboard in the frigid

water to save several men.

He even saved the life of a fellow crewman, the Comanche's executive officer, Lt. Langford Anderson, when Anderson became unable to pull himself out of the water due to exposure.

David died a few days later from hypothermia contracted during his heroic efforts to save the stricken survivors of the Dorchester and Lt. Anderson. He was posthumously awarded the Navy and Marine Corps Medal for his bravery. G-IPA-4



NATIONAL ARCHIVES

Coast Guard

U.S. Department of Homeland Security



February 2004

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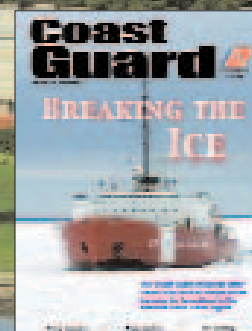
Daredevil rescuers from Air Station Humboldt Bay train for cliff operations on the Pacific Coast's rocky terrain.

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



ON THE COVER

The CGC Mackinaw responds after colder than normal temperatures increase ice formations in the Great Lakes region.

PA3 Scott Bronson
9th Dist.



Homeland
Security



UP FRONT



UP FRONT

ON HIGH ALERT

BM3 Dustin Ridgeway patrols near the Leonard P. Zakim Bridge in Boston Dec. 23. At the time, the homeland security alert level increased to orange (high), and the Coast Guard increased security in Boston with more patrols by aircraft, boats and cutters.

PHOTO BY PA3 ANDREW SHINN, 1ST DISTRICT



UP FRONT

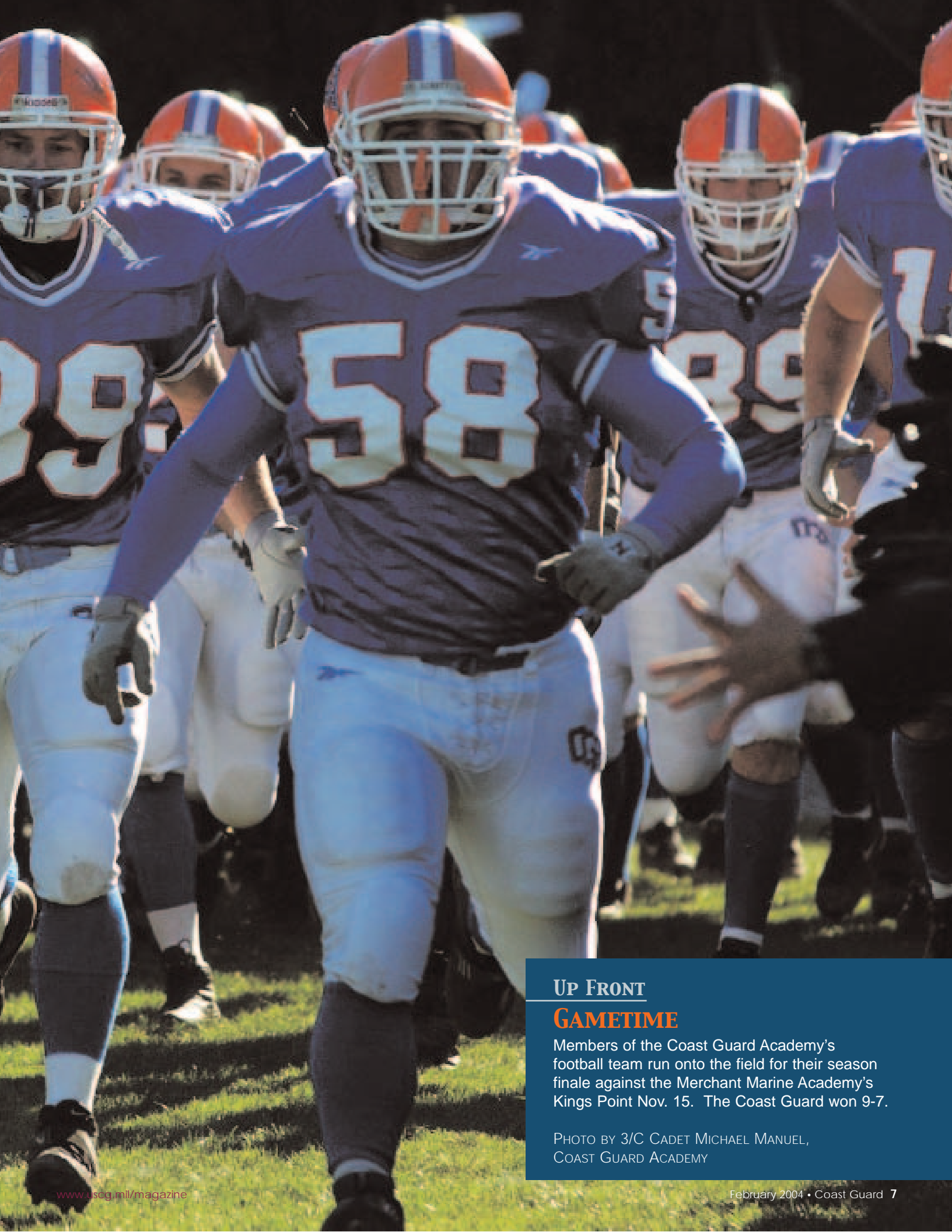
RIDING IN THE SKY

AST2 Brett Patterson, crewmember of Helicopter Interdiction Tactical Squadron, Jacksonville, Fla., mans an M-240 machine gun aboard a Stingray MH-68A helicopter during a homeland security patrol around New York City, Dec. 30.

Photo by PA2 Mike Hvozda, PADET New York







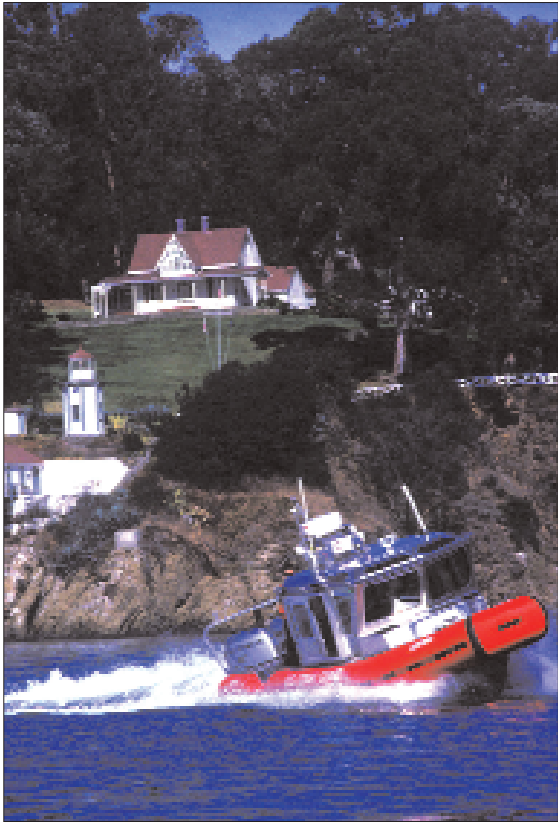
UP FRONT

GAMETIME

Members of the Coast Guard Academy's football team run onto the field for their season finale against the Merchant Marine Academy's Kings Point Nov. 15. The Coast Guard won 9-7.

PHOTO BY 3/C CADET MICHAEL MANUEL,
COAST GUARD ACADEMY

CG's 8th MSST commissioned in Alameda



PA3 MARINA O'LEARY

MSST 91105 practices maneuvers in front of the Yerba Buena Island Lighthouse.

ALAMEDA, Calif., Dec. 18

In an ongoing effort to increase homeland security, the Coast Guard commissioned its eighth Marine Safety and Security Team here today.

Stationed at Coast Guard Island, MSST 91105's duties include protecting military load-outs, enforcing security zones, defending harbors, stopping illegal activities, such as drug trafficking and the transport of illegal immigrants, and providing shoreside protection in the San Francisco Bay Area.

Additionally, the unit will complement the efforts of other Coast Guard personnel in the area, assisting with search and rescue cases and other law enforcement activities.

Prior to its commissioning, MSST 91105's crew of 74 active duty and 33 reserve members began training in August. The crew engaged in a physical fitness regimen and refreshed its

boat handling skills for two months. The team then went to the Special Missions Training Center at the Marine Corps Base Camp Lejeune, N.C. for four weeks where they learned about advanced boat tactics, weapons handling and anti-terrorism force protection. Such training gave MSST 91105 skills to operate under the threat of hostile chemical, biological or radiological attacks.

MSST 91105 is divided into two components — a waterside security boat section and a shoreside security/force protection detail. A dive team comprising eight crewmembers specializing in detecting and handling underwater explosives will be operational in July. Another group will train in vertical insertion operations using HH-60 Jayhawk helicopters later this year.

PA2 Sherri Eng, PACArea

GMs help NOPD stop bank robbery suspects

NEW ORLEANS, Jan. 8 — Two Coast Guardsmen assisted in the apprehension of suspects of an attempted bank robbery this morning in Algiers, La.

GM2 Orin Augustus and GM3 Robert Jenkins, stationed at Coast Guard Atlantic Area Armory in Belle Chasse, La., were returning from a munitions transport when they witnessed three men suspiciously exit a nearby Iberia bank.

Augustus and Jenkins drew their weapons and ordered one robbery suspect to the ground and confiscated his weapon. A New Orleans Police Department officer soon took control of the man and requested the Coast Guardsmen to attempt an apprehension of the other two men.

The two men assisted the NOPD in searching for the other two suspects, but found them already in the custody of NOPD officers.

"These Coast Guardsmen saw a threat to their community and its citizens and felt obligated to take action," said Capt. James Stark, chief of staff for the 8th District.



GM2 Orin Augustus (right) and GM3 Robert Jenkins stand with New Orleans Police Department Capt. Marlon Defillo outside the bank where they stopped a suspected bank robber.

"The apprehensions were successful because of the cooperation between these brave Coast Guardsmen and New Orleans Police Department officers," he added.

Story and photo by PA2 Kyle Niemi, 8th Dist.

Adm. Thomas H. Collins
Commandant

Vice Adm Thomas J. Barrett
Vice Commandant

Capt. Joel Whitehead
Acting Assistant Comdt. for
Governmental & Public Affairs

Cmdr. John P. Philbin
Chief, Public Affairs

Patricia Miller
Deputy Chief, Public Affairs

CWO3 Lionel Bryant
Chief, Imagery Branch

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PA2 Ron Spellman
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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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'Freedom sings' in Rose Parade



Coast Guard members aboard Smart and Final's "Let Freedom Sing" float in the Rose Parade.

PASADENA, Calif., Jan. 1 — Thirteen cadets, a choir, and nine members of the Coast Guard band from New London, Conn., rode on the float, "Let Freedom Sing" in the Rose Parade here today.

This is the third year the Coast Guard has been honored on Smart and Final's float. Smart and Final is a warehouse for food and food service supplies. Songs were performed continuously along the parade

route and included, "God Bless America," "America the Beautiful," "My Country 'Tis of Thee," and "This is My Country."

The Rose Parade is broadcasted to millions of viewers worldwide. "Let Freedom Sing" honored President Abraham Lincoln and like all floats entered in the parade was entirely covered with plants and flowers.

PA3 Dave Hardesty, PADET San Pedro

WEBHOT!



www.gocoastguard.com

Do you know a young person interested in joining the Coast Guard? Are you, or do you know, a non-rate who is having difficulty deciding on the right career path to take in the Coast Guard? If you answered yes to any of the above questions, the Coast Guard Recruiting Web site may be just the tool you need.

The recently revamped site includes a comprehensive list of all the jobs available in



the Coast Guard, including officer, enlisted, reserve, auxiliary and civilian jobs.

Of special interest is the heading that highlights enlisted jobs. This is the place to learn about all the different rates in the Coast Guard. After selecting a rate, a description of the job will appear with a picture. Viewers with a high-speed connection can view a video that shows members of that particular rate in action by clicking on the photo.

The site has additional information where visitors can learn all about the Coast Guard, find a recruiter and learn about

scholarships available to members.

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



Swearing in

JUNEAU, Alaska, Jan. 9 — U.S.

Marshall Randy Johnson of Anchorage deputizes MK2 Adam Hunter, as a U.S. Marshall here today. This deputizing is part of a larger homeland security program that will deputize 1,000 Coast Guard boarding officers to give them authority to conduct shoreside security patrols of waterfront facilities.

Photo by PAC Roger Wetherell, 17th Dist.

Around the world, around the clock

A smallboat crew from Station Neah Bay, Wash., rescued two people whose car went over a pier near the station Dec. 16.

Congressmen Paul Ryan presented Coast Guard Station Kenosha with unit and individual awards for law enforcement excellence at a formal ceremony Dec. 4. In support of Coast Guard Group Milwaukee's law enforcement initiative, Operation Last Call, Station Kenosha conducted 329 law enforcement boardings and issued 13 Boating Under the Influence citations in the summer of 2003.

Coast Guard Auxiliary members Rich Langrand, Art Ambrose and Carl Printz pulled the skipper of a 29-foot sloop from the water after he slipped and fell into the water while sailing off San Juan Dec. 15. The inexperienced crew of the sloop, Gaviota, was having difficulty maneuvering the sloop into a rescue position. The skipper was safely returned to his boat.



The crew of the CGC Dependable rescued four men from the disabled fishing boat West Head when the boat began taking on water 150 miles west of Cape Ann, Mass., Jan. 8.

The Coast Guard and U.S. Customs and Border Protection apprehended eight Mexican nationals for illegally fishing in U.S. waters north of the U.S.-Mexico border Dec. 18.

The CGC Forward repatriated 96 migrants to Port-au-Prince, Haiti, Dec. 30. The migrants were intercepted on their blue 40-foot sailing vessel Dec. 27 off Great Inagua Island, Bahamas.

FY '04 BY THE NUMBERS COMPILED JAN. 29

LIVES SAVED: 1,488
SAR cases: 10,933
Marijuana: 13,455 pounds
Cocaine: 52,709 pounds
Migrants: 1,272

Source: G-IPA-2

9th Dist. joins agencies for mass casualty drill

ERIE, Penn., Nov. 5 — Coast Guard members from the 9th District joined with multiple agencies during a two-day mass casualty drill here today.

In the scenario they were given, the cruise ship Great Lakes Navigator, carrying 500 passengers, struck the Lake Erie ore carrier Richard Reiss. The Richard Reiss was anchored near the Ohio/Pennsylvania border and lost propulsion and electrical systems. No tugboat was available due to bad weather.

The drill, which was coordinated by 9th District Marine Safety Branch and the National Strike Force, was part of the National Preparedness For Response Exercise Program. This program is designed to develop exercises to ensure adequate response readiness for all agencies involved and to meet the exercise requirements of the Oil Pollution Act of 1990.

"The exciting aspect of the Erie Exercise is that it not only addressed preparedness, but mass rescue and weapons of mass destruction as well," said Robert Allen, chief of marine safety response operations for the 9th District. "Also, port emergencies are no respecter of jurisdictions, which is why we staged the Erie exercise on a state and federal boundary. It forced agencies to work together on an emergency response problem they ordinarily would not be involved due to jurisdiction."

A unified command and other joint organizations were established. The units worked together as the scenario worsened.

Volunteers from the local communities roleplayed as victims from the cruise ship; search and rescue boats from Station Erie, two helicopter crews from Air Station Detroit and a C-130 from Air Station Elizabeth City, N.C., were dispatched; oil-containment booms were deployed; clean-up contractors were contacted; mock press conferences were held. In all, more than 300 participants from about 50 organizations reported to the command post for the exercise.

PA3 Cindy Marshall, 9th Dist.



A 47-foot rescue boat from Station Erie deploys a mass rescue raft as part of the Erie drill. This raft is designed to rescue large amounts of people.

STICKY SITUATION

CG heads tests to improve oil pumping systems



A marine safety responder gathers temperature and pressure reading during heavy oil pumping tests.

HOUMA, La., Dec. 8

— The Coast Guard and its military and civilian partners came together at a week-long workshop to test new developing improvements to viscous oil pumping systems at Cenac Towing Company here today.

Personnel of various Coast Guard offices, along with international organizations from countries like Canada, England and France, were all a part of the workshop. The exercise focused on testing different viscous oil pumping systems to gain information which will allow a better response to potential oil spill clean-up and salvage capabilities. This four-year joint international government and industry workgroup was established as a result of the New Carissa oil spill off the coast of Oregon in February 1999.

Three years of planning went into the one week of testing. The project was headed by Cmdr. Michael Drieu, chief of the response

branch for the 8th District, Lt. Cmdr. Peter Nourse, Coast Guard ocean engineering division at Coast Guard Headquarters, and Ronald MacKay, civilian senior response officer in the Canadian coast guard. Flemming Hvidbak, head engineer from Fleming Co. Environmental of Denmark and Mr. Jim Mackey from Hyde Marine were the lead technical advisors and engineers for this comprehensive project.

The \$1 million workshop was the first of its

magnitude within the industry of oil salvage to take place, Drieu said. National and international organizations have pulled together in the interest of protecting the environment to make this workshop take place, he added.

"With the combined technology and international interest, this is the largest project in the [oil industry] world to have taken place," said Drieu.

The goal of the U.S. and Canadian coast guard is to advance the distance this highly viscous oil can be pumped and to establish a "portable pumping system," improving the method currently being used to remove oil from stricken vessels, Norse said.

Drieu said tests were successful and showed that it is possible to pump oil with this thickness, something no one thought was possible.

Fireman Allyson Taylor,
Coast Guard Air Station
New Orleans

Powerlifters bring home **gold** for Team CG



WAYNE LUCIA, TRACEN CAPE MAY EXCHANGE

SK2 Frank Schuetz presses 424 pounds to win the 220-pound equipped military division.

LAUGHLIN, Nev., Dec. 6 — Nine Coast Guard powerlifters met here to compete at the two-day Amateur Athletic Union Bench Press and Deadlift World Championships.

More than 300 athletes from 32 states and nine countries participated in the event.

In the 148-pound raw division, Lt. Adam Chamie from Training Center Cape May pressed 355 pounds on his third attempt to set a new AAU World record, breaking his own record of 350.53 pounds. Chamie was named the meet's best lifter in the military division.

At 181 pounds, reserve EM3 Jon Yoshimura from Seattle hoisted 501 pounds to set a new AAU military record. For his fourth attempt, he nearly pulled a new personal best of

518 pounds.

At 198 pounds, Wayne Lucia, TRACEN Cape May exchange manager, competed in both events. He benched a raw 265 and deadlifted 374 pounds for a personal best. His combined weight of 639 placed him first in the 198-

pound military push-pull (bench and deadlift) division.

At 220 pounds, ET2 Kenton Brown of the CGC Jarvis and SK2 Frank Schuetz from LANTArea went to the stage. Brown placed second in the raw military division with a 374-pound bench, and he set a new AAU military record in the deadlift with a strong 440 pounds. Amazingly, Kenton easily pulled 501 pounds on his fourth attempt, but was disqualified for returning the bar to the floor too quickly. Schuetz pressed a massive 424 pounds, placing him first in the equipped military division.

The big boys came out to play at 242 pounds. CWO Rich Williams of MSO San Francisco competed in his first powerlifting event and benched

a raw 297.5 and deadlifted 429 pounds. His total of 726 pounds was good enough to bring home the silver medal in the push-pull military division.

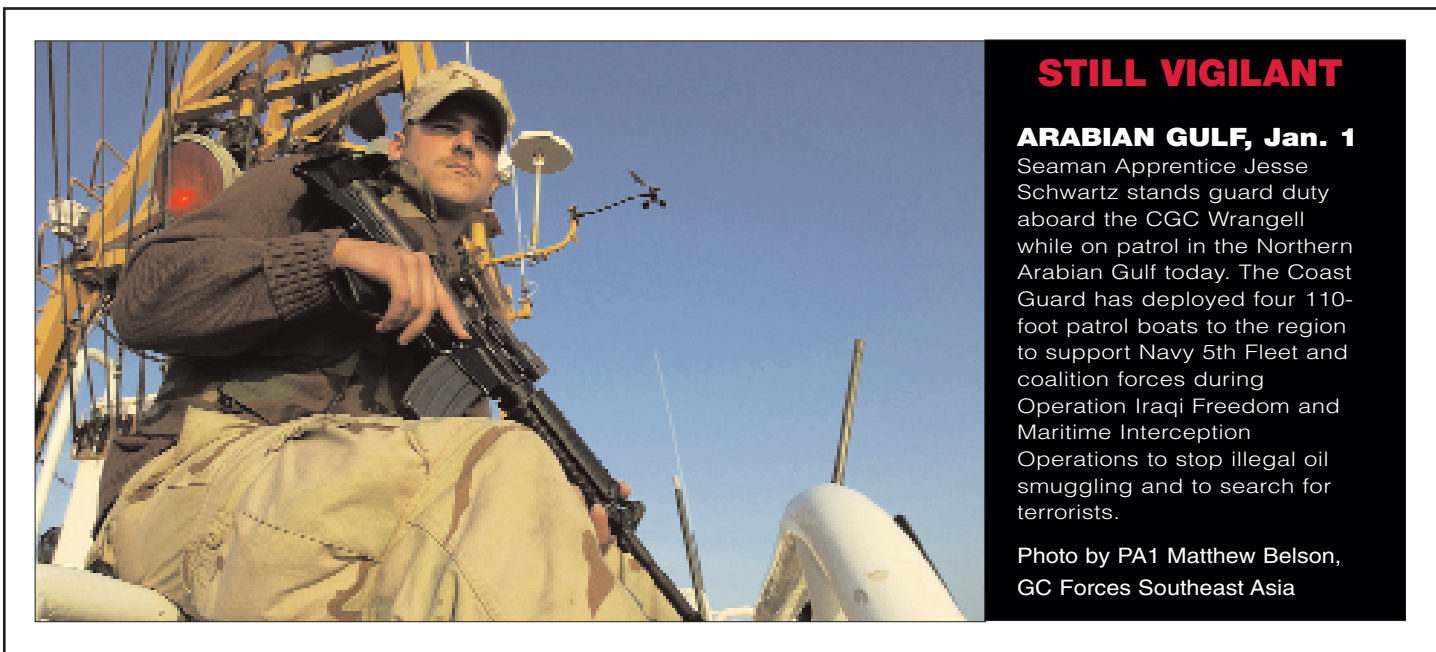
Lt. j.g. Troy Fryar from Group Astoria, Ore., ripped an astounding 705 pounds off the ground. Not only did Troy set an AAU military record for the 242-pound class, but he was named the meet's outstanding lifter for the deadlift division.

At 275 pounds, Fryar's father, retired QMCM Mike Fryar, didn't let his son take the entire spotlight. Mike Fryar heaved an impressive 568 pounds to place first in the military and lifetime divisions.

CWO Bob Cuddeback of MSO San Francisco was the last lifter of the meet. After battling back from spinal cord surgery only a year earlier, he pressed a remarkable 430 pounds in the 275-pound raw division, breaking his own AAU military record and capturing another gold medal for the Coast Guardsmen.

Any Coast Guard powerlifters interested in joining the team should contact Lt. Adam Chamie at (609) 898-6927.

Story by Lt. Adam Chamie, TRACEN Cape May



STILL VIGILANT

ARABIAN GULF, Jan. 1

Seaman Apprentice Jesse Schwartz stands guard duty aboard the CGC Wrangell while on patrol in the Northern Arabian Gulf today. The Coast Guard has deployed four 110-foot patrol boats to the region to support Navy 5th Fleet and coalition forces during Operation Iraqi Freedom and Maritime Interception Operations to stop illegal oil smuggling and to search for terrorists.

Photo by PA1 Matthew Belson, GC Forces Southeast Asia

CGC Morgenthau, CG helos assist in rescue of five

KODIAK, Oct. 15 — Two PACArea units and a local tugboat crew rescued a fishing crew and prevented damage to a nearby breeding ground for endangered stellar sea lions here today.

The crew of the CGC Morgenthau, a 378 high endurance cutter homeported in Alameda, Calif., and an HH-60 Jayhawk helicopter crew from Air Station Kodiak saved five crewmen from the fishing vessel Raven after it was pounded by waves and began taking on water. Later the crew of the salvage vessel Redeemer kept the Raven from drifting into the sea lion habitat.

The 86-foot Raven left in the morning in 35-knot winds and 12-foot seas, with more than 250 other crab fishing vessels, to place crab pots for the opening of the Red King Crab season. While working, the Raven was hit hard with icy water that poured into the pilothouse and below decks, causing the boat to list severely to starboard. Raven, with crab pots stacked as high as the pilothouse and wider than the beam of the vessel, began to take ninety-degree rolls.

The Raven's crew called for help and was able to reach the fishing vessel Providence, a crab-fishing vessel. The Providence relayed the mayday call to the Morgenthau, which had been designated the search and rescue standby vessel for the season.

The Morgenthau immediately relayed the message to a HH-60 helicopter from Air Station Kodiak, which was on patrol from nearby Cold Bay. The Morgenthau then changed its course and prepared to launch its own helicopter. In just 11 minutes after receiving the first call, the Morgenthau launched its HH-65 Dolphin, also out of Kodiak.

Meanwhile, the Raven had developed a 40-50 degree list and was still taking dangerous rolls to starboard as icy water washed over the decks. The crew tried to cut some of the heavy crab pots loose in a last-ditch effort to right the vessel. A small sheen began to form around the vessel as its inner compartments filled with water. The crew donned survival suits and waited outside the pilothouse for rescue, clinging to the rails as the vessel rolled further to starboard with each swell.

They deployed a small life raft and attached it

to the stern with a line. Both helicopters reached the scene, and the HH-60 crew lowered a rescue basket for the Raven's crew. Once all five crewmen were aboard, the HH-60 flew them safely to Cold Bay.

The Morgenthau and HH-65 remained on scene to keep other vessels clear of the Raven. They watched as the sinking boat began to drift closer and closer to Amak Island and Sea Lion Rocks, a critical stellar sea lion habitat. Though the Raven was small, it carried 19,000 gallons of fuel that could potentially do severe damage to the habitat if the boat grounded.

The salvage vessel Redeemer was dispatched from Dutch Harbor, but was not due to arrive until 13 hours later. There was a good chance that the tug would not arrive in time to prevent the Raven from grounding.

In an attempt to slow the drifting Raven, the Morgenthau's smallboat attached a homemade sea drogue — composed of an eight-foot brow, pump can, parachute and the close-in weapons system cover — to the bow of the Raven. After a few minutes of careful plotting, the Morgenthau's navigation and radar teams were able to determine that the drogue had worked; the rate of drift slowed just enough to give the tug Redeemer a window of opportunity to save the Raven and the sea lion habitat.

When the Redeemer arrived on scene, the Raven was just two miles from running aground. The tug went to work, quickly checking the vessel's stability and working through the night to attach a towline. Despite their quick actions, the Raven came to within 600 yards of shoal water near Amak Island before being successfully towed to safety. The two vessels anchored a short distance away, and the Redeemer's crew began performing the necessary repairs.

Lt.j.g. Jennifer Runion, CGC Morgenthau



A smallboat crew from the Morgenthau assesses the damage to the Raven.



An HH-60 helicopter lifts five crewmen from the sinking Raven.



AN INSIDE LOOK Coast Guard and other emergency personnel investigate the damage aboard the Staten Island Ferry Andrew J. Barberi after it struck a pier killing 10 passengers Oct. 15.



A DEADLY TURN

Coast Guard personnel respond to one of the worst ferry accidents in U.S. history when the Staten Island Ferry went off course and struck a pier, killing 10 people and injuring more than 70.

Story and photos by PA2 Mike Hvozda, PADET New York

Coast Guard crews, New York City police and fire-fighters, and emergency medical personnel responded to one of the worst ferry accidents in U.S. history when the Staten Island Ferry, Andrew J. Barberi, went off course and struck a pier near the St. George Ferry Terminal on Staten Island.

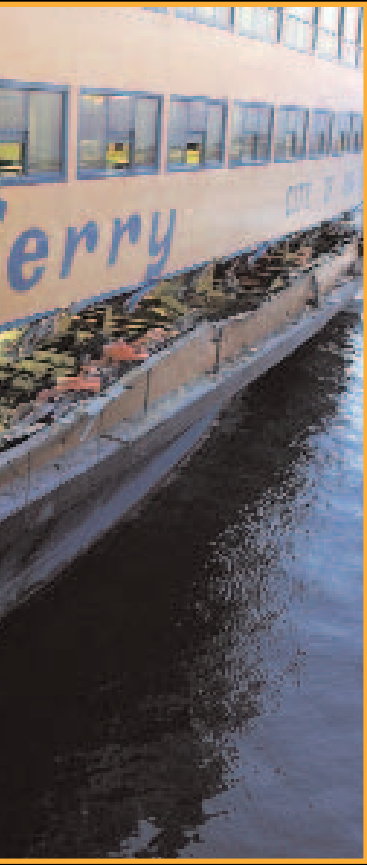
Ten people were killed and more than 70 were injured when the pier knifed through the ferry's lowest passenger level, ripping open a 200-foot long gash as if it were sliced open with a can opener. An eleventh passenger succumbed to injuries two months later.

Seaman David Raimo was aboard the upper deck of the Andrew J. Barberi returning from Manhattan when he recognized the ferry wasn't slowing down on approach to the terminal. He held on to a door, waited for the initial impact to pass and coolly reported the allision to Coast Guard Station New York before turning his attention to assisting the injured.

"On the upper deck, most people looked shocked, many were crying, and some were mad they couldn't get off the boat," said Raimo.

DEADLY DAMAGE *Below and Right:* The outside lower level of the Staten Island Ferry Andrew J. Barberi after it struck a pier Oct. 15. Ten people were killed in the accident.





Coast Guard first responders soon arrived at the terminal and immediately knew they needed more help.

“The damage was much larger than we were expecting,” said Lt. Richard Gonzalez, a marine investigator at Coast Guard Activities New York.

The surreal scene was more reminiscent of a Hollywood movie or a cable news report from the Middle East than of a U.S. passenger ferry. Bright orange lifejackets, normally stored unseen inside the banks of seats, were strewn like confetti across the deck. Survivors suffering from horrifying injuries cried out for help. Victims were scattered about, buried among the yellow and orange plastic seats or pinned under crumpled metal deck supports and torn bulkheads. Emergency crews initially feared many were dead.

The destruction and fatalities scarred many first responders with unwanted memories.

“In my 20 years, this has been the most graphic and mentally disturbing case I’ve been on,” said CWO Charles Cobb, an Activities New York marine investigator and lead Coast Guard investigator on the Andrew J. Barberi allision.

“Coming onto the scene, it took my breath away to view the damage to the vessel and the tragedy that took place,” said Lt. Carissa Vandermey, chief of environmental response and an investigating officer at Activities New York.

According to Lt. Joseph Esmerado, another Coast Guard marine investigator, the catharsis is being able to get to the bottom of this tragedy.

Esmerado is no stranger to difficult investigations. During the past two years, he has responded to numerous crises including the terrorist attacks on the World Trade Center, the Bouchard barge explosion on Staten Island, and a fire aboard the vessel *Pilgracht* in New York Harbor. He reluctantly admitted to seeing more fatalities in his three years as an investigator than many Coast Guardsmen will see in their entire career. And like anyone who has seen death, he will continue to deal with the personal toll that accompanies those images. Esmerado suggests that critical incident stress management counselors and an understanding family are invaluable to helping first responders understand their feelings.

“You have to have a good family support network to

help deal with these types of events,” said Esmerado.

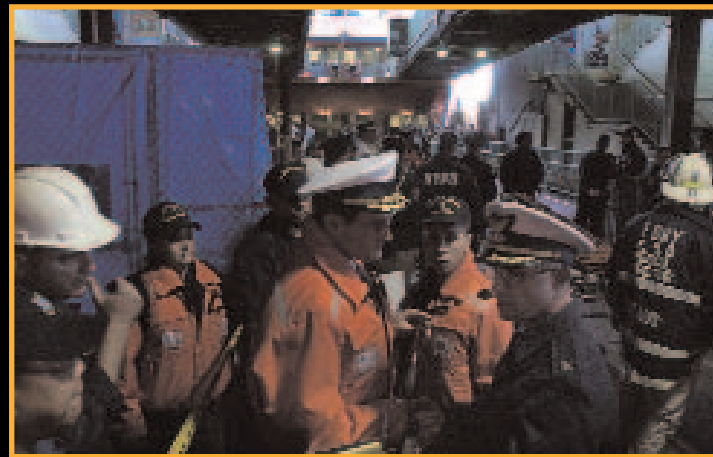
The Coast Guard CISM program, available through the office of Work Life, is designed to help responders cope with traumatic events by providing training and counseling services prior to and after a catastrophic incident.

“Eventually, it’s going to take its toll on your body,” said Capt. Ruth Torres, chief of individual and family support and Employee Assistance Program manager at Coast Guard Headquarters. “The CISM program helps those affected by traumatic events to cope with the stress effectively.”

After emergency medical technicians tended to the injured passengers and rushed them off to Staten Island hospitals, hundreds of Coast Guard and other local agencies’ responders continued their choreographed movements deep into the night. NYPD, FDNY and Coast Guard crews searched the harbor for additional victims, the Vessel Traffic Center regulated harbor traffic, investigators interviewed crew and witnesses, inspectors ensured the ship’s structural integrity, and the Waterways Management division established a safety and security zone around the wounded ferry.

According to Capt. Craig Bone, commander of Coast Guard Activities New York, past marine and security incidents in New York Harbor have clearly resulted in improved unified efforts on all fronts.

“The Staten Island Ferry casualty called for unprecedented cooperation among federal, state, and local agencies, not only with the emergency response, but with the extensive investigation and prosecution determinations,” said Bone. “In this tragic case, we were particularly blessed with an impressive team of New York City and state first responders and investigators.”



GROUP DECISION Above: Capt. Craig Bone, (right) commander of Coast Guard Activities New York, discusses emergency operations with other Coast Guard first responders who arrived shortly after the Staten Island Ferry, *Andrew J. Barberi*, struck a pier, which sliced open the lower passenger level killing 10 passengers and injuring dozens of others.

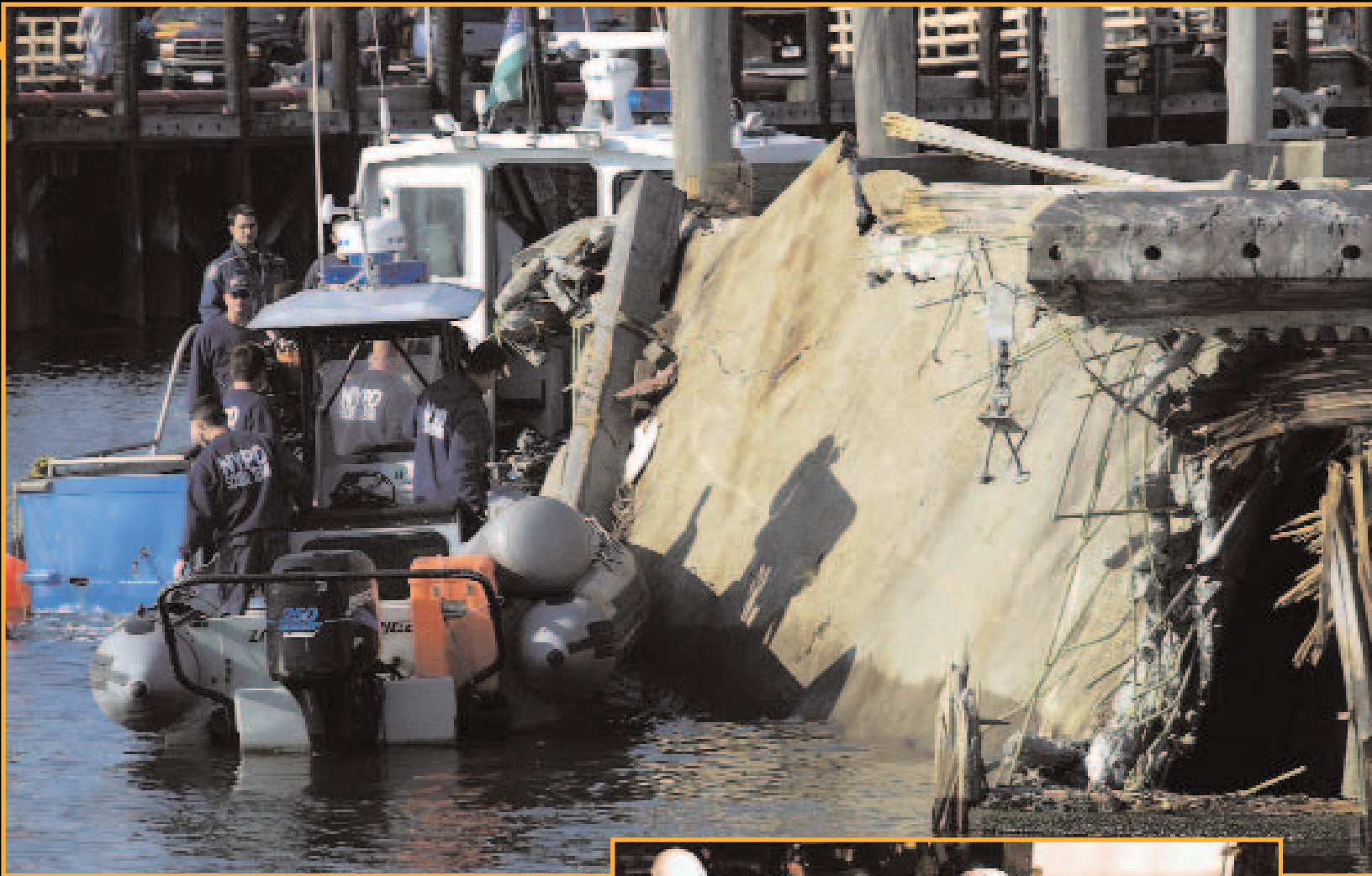
As the urgency dissipated, the National Transportation Safety Board arrived on scene and assumed the role of lead investigator, focusing primarily on the chain of events leading up to the accident. Although speculation and conflicting reports suggest that the captain was not in the pilothouse with the co-captain when the ferry veered off course, the NTSB and Coast Guard are certain the investigation will reveal the truth as to why the accident occurred. Their hope was that the investigation would have possibly shed some light to help determine the cause and lead to safer passenger ferry operation.

Investigators have attempted to clarify what happened by talking to Michael Gansas, captain of the ill-fated Andrew J. Barberi. The New York City Department of Transportation fired Gansas shortly after



DAMAGED VESSEL *Top and left:* Coast Guard and other emergency personnel investigate the damage inside the Staten Island Ferry Andrew J. Barberi after it struck a pier, killing 10 passengers Oct. 15. *Below:* A look at some of the damage inside the Staten Island Ferry after the accident.





the accident due to problems encountered during the investigation.

Rep. Vito Fossella of Staten Island/Brooklyn, headed up a committee hearing days after the tragedy. During the hearing, Gansas invoked his Fifth Amendment protection against self-incrimination.

Fossella expressed disappointment at Gansas' decision to remain silent.

"He was the captain of that vessel, and there has to be accountability," said Fossella in a New York Daily News article. Fossella added that he felt Gansas had an obligation to help investigators.

More than 70,000 passengers a day, 20 million a year, rely on the Staten Island Ferry for a safe commute and journey. Coast Guard records from the past 10 years document only four other Staten Island ferry accidents that resulted in injuries to passengers and crew. Investigations following each of those incidents recommended additional safety protocols, some of which were adopted. But as Coast Guard investigators are apt to say, the Coast Guard doesn't regulate good ideas, we enforce regulations. Following this tragedy, the worst in Staten Island Ferry history, investigators from the NTSB and Coast Guard will



FULL INVESTIGATION Top: New York Police Department divers search near the maintenance pier struck by the Staten Island Ferry Oct. 16. Above: Personnel from Coast Guard Activities New York and other Coast Guard responders discuss emergency operations in response to the Staten Island Ferry accident.

work diligently to identify and propose additional safety recommendations.

"We are working hand-in-hand with all the investigating teams," said Cobb. "We're confident that we will determine the cause, and help prevent this type of incident from happening again."



Breaking

Story by PAC Adam Wine, 9th Dist.



the ice

Strong winds and bitter cold temperatures last year plunged the Great Lakes into the worst ice season the area had experienced in more than 20 years. Lakes Superior and Huron had 98 percent ice coverage. Lake Erie was completely ice covered. Lake Michigan's southern end and its bays and harbors were ice covered also. What will this year bring?

After colder than normal temperatures continued to increase ice formation in the northern Great Lakes region, the Coast Guard began

Operation Taconite Jan. 9. It is the Coast Guard's largest domestic ice-breaking operation, encompassing Lake Superior, St. Mary's River, and the Straits of Mackinac. As a result of the operation, the Captain of the Port could choose to close or open channels as ice conditions require. He would also give due consideration to the protection of the marine environment, waterway improvements, aids to navigation, the need for cross channel traffic (e.g., ferries), the availability of icebreakers, and the safety of the island resi-

dents — who in the course of their daily business use naturally formed ice bridges for transportation to and from the mainland.

"It had been 25 years since we had to provide icebreaking in the Chicago area," said Cmdr. Joe McGuinness, 9th District aids to navigation assistant branch chief. "Last year was a tough ice season. Environment Canada, an organization that tracks environmental issues, said they have not seen ice conditions like that since the early '70s."

"The main goal of icebreaking is

GRAND OPENING

The CGC Mackinaw breaks ice in the St. Marys River in preparation of the Sault Ste. Marie locks opening.



to keep the shipping channels passable,” said McGuiness. “Last year we were not able meet our goal. The demands for our services outstripped our resources. In some ports the ice was too severe for even the Mackinaw, the largest icebreaker on the Great Lakes and the Samuel Risley, Canada’s largest icebreaker on the Great Lakes. Traffic lakes-wide only moved with escorts.”

The United States and Canada maintain the largest bilateral trade relationship in the world, and trade between the province of Ontario and the Great Lakes states accounts for more than half of the total. Historically, this trade relationship dates back to the Native Americans, who first mined copper in the northern parts of the Great Lakes region and traded it as far

east as New York.

Later, French fur traders followed the water routes used by the Indians, traveling the lakes in their canoes with loads of pelts bound for the East Coast and Europe. The fur trade lasted until the early 1800s and was followed by logging, commercial fishing, agriculture and, more recently, by manufactured goods.

“Icebreaking on the Great Lakes is a key to the region’s economy,” said McGuiness. “We help our industries maintain global competitiveness. We keep the shipping lanes open a month longer in winter and open them up earlier in the spring. These longer shipping seasons mean the factories do not have to stockpile so much raw materials. That reduces inventory costs, so the cost of manufacturing is lower.



PA3 SCOTT BRONSON, 9TH DIST

We clear the ways so ships carrying coal can reach power plants, resulting in lower cost, yet reliable electricity for everyone. Barges keep gasoline and home heating oil flowing north. For the average citizen this means lower cost for heating oil and gasoline. The region needs shipping, and shipping needs Coast Guard icebreaking.”

An average of 200 million tons of cargo passes through the Great Lakes each year. Major commodities shipped on the Great Lakes each season include 72,300,000 tons of iron ore and 41,000,000 tons of coal. Dry-bulk shipping generally begins in early March and extends until the end of January. One 65,000-ton cargo of iron ore keeps a major steel mill in operation for more than four days. One 65,000-ton coal cargo produces enough electricity to power the Greater Detroit area for one day.

“A Detroit area steel mill’s operation was facing layoffs in 2003 if product was not moved during midwinter,” said McGuiness. “Our icebreakers were able to keep the channels open and shipping moving. The mill stayed open and no layoffs were made.”

The Great Lakes are divided into two main parts, the St. Lawrence Seaway and the Upper Great Lakes. The St. Lawrence Seaway includes Lake Ontario, the Welland Canal and the numerous lakes, river and locks that connect Lake Ontario to the Atlantic Ocean. The Upper Great Lakes include Lake Erie, Lake Huron, Lake Michigan, Lake Superior, Lake St. Clair, Sault Ste. Marie Locks and the St. Clair and Detroit Rivers.

The main cargo exported from the Great Lakes region is U.S. and Canadian grain. The ships that carry cargo to the Atlantic are called “salties.” A single

saltie carries 925,000 bushels of grain, which represents the harvest of 29,000 acres and would make enough bread to feed New York City for a month.

“Last season, ice delayed the opening of the St. Lawrence Seaway,” said McGuiness. “That was the first delay in the seaway’s seasonal opening since 1959. The St. Lawrence Seaway is required to be open from late March until late December. Ice begins forming early in the St. Lawrence Seaway, especially in the Welland Canal, the part of the waterway that connects lakes Ontario and Erie.”

Icebreaking in the St. Lawrence Seaway is the responsibility of the Seaway Commission and the Canadian Coast Guard. The Canadian icebreaker Simcoe and the Seaway’s tug Robinson Bay keep commerce moving until the seaway closes. Last season the heavy ice conditions delayed the opening of the seaway and Welland Canal six days. The Canadian Coast Guard ordered in the Pierre Radisson, and the U.S. Coast Guard brought up the Morro Bay from New England to assist.

Seasoned marine community members have characterized the conditions last year as the worst season in the last 25 years. Davis Helberg, port director of Duluth, Minn., stated that it was one of the worst ice conditions seen in his 45 years with the port.

“December 15 to April 30 is the official ice season, although we have certainly broken ice before and after these dates,” said McGuiness. There is a mid-winter period between January 29 and March 15 when we reduce our icebreaking missions. This corresponds to a slow down in ship traffic and the height of the ice



COAST GUARD FILE



season. We use this time to do minor repairs and get ready for the spring opening.”

Effective icebreaking is a combination of a specially designed hull, horsepower, air bubble systems and heeling tanks. The maximum thickness of ice a cutter can break varies according to its size, design, engine power, weight and whether or not it uses any unique icebreaking systems.

The 140-foot bay-class icebreaking cutters are equipped with a bubbler system. A bubbler system is a low-pressure air pump that forces air out of small holes along the bottom of the cutter. This reduces resistance against the hull.

The primary method for icebreaking is for a cutter to build up speed and ride up onto the ice, crushing it beneath its hull as it steams ahead. When the ice is too thick to ride up on, the cutters ram the ice then back up and ram it again. This is called “back and ram” and like a floating battering ram, the cutter slowly pounds its way through the ice.

“Icebreaking is very hard on the cutter’s engine plant,” McGuinness explained. “The backing and ramming of the ice requires the engine plant to be constantly ramping up and down. This leads to a lot of engine casualties. Our cutters are old, but they are in great shape because of the hard work of their crews.”

“It is very stressful work,” said McGuinness. “Crews work in narrow channels near shoal water, with many evolutions going on at the same time for days on end. Icebreaking is a very complex operation, but given all that, most of us just love it. We get a deep rooted sense of satisfaction from moving huge ships through


the ice and the contribution we make to the region.”

The dominant factor in icebreaking is the weather. It is a constant variable that shapes the whole ice season. Sometimes it can be a crew’s worst enemy, other times, like a warm spell, it can be a gift.

“We have to be very respectful of the weather,” said McGuinness. “Strong winds will close a track as fast as it is made. In open water, topside icing is a real danger to a ship’s stability and something to be avoided. You have to work with the weather, not against it. Delaying operations for a few hours or perhaps a day due to weather is usually just as efficient as following a tight schedule, but safer.”

“Whitefish Bay is typically our most difficult area,” said McGuinness. “Ice that forms on Lake Superior is blown by the prevailing winds into the bay. Last year we saw plate ice as thick as five feet and ice ridges as high as 15 feet above the lake surface. A track needs to be open before the locks at Sault St. Marie can be used. U.S. icebreakers were able to establish and maintain tracks and the locks opened on time at midnight March 25.”

“It was a challenging year and we are very proud of our icebreaking crews,” said McGuinness. “They were able to keep the ships moving.”

But, the crews were by no means done as the weather started to cooperate. They continued to assist shipping, conduct flood relief icebreaking and restore all the channel markers. The last time the lakes completely froze over was 1979. There was plenty of work last year, and this year could prove to be the same. 

CLEARING A PATH

Far left: The CGCs Mackinaw and Biscayne Bay work to free the Edgar B. Speer.

HOW DEEP IS IT?

Left: A boathook with a ruler taped to it is used to measure the thickness of the ice off of the CGC Neah Bay in Lake Erie just outside of Cleveland Harbor.

HARD WORK

Below: The CGC Mackinaw breaking ice.

SHINING BRIGHT

Right: Cleveland Harbor Lighthouse surrounded by ice in late winter 2003.



PA3 SCOTT BRONSON, 9TH DIST.



COAST GUARD FILE



PA3 SCOTT BRONSON, 9TH DIST.

TEXAS

Law enforcement agencies team together to combat ill

Story by PA1 Chad Saylor, 8th Dist.

TEAM SPIRIT

A Coast Guardsman works with a U.S. Customs and Border Protection agent.



It's sunset on a typical south Texas Friday night. Bloodthirsty mosquitoes take off en masse on their nightly ritual as bonfires emblazon the beaches that line the Gulf of Mexico. And as smugglers bob and weave their way closer to the shoreline to drop off their next batch of dope, Coast Guardsmen from Station South Padre Island, are fused with sand, peering through night vision goggles waiting to adhere themselves to the potential smugglers like mosquitoes to the skin.

In alignment with the requirements of the Coast Guard's maritime laws, which specify the Service's ability to cooperate with other federal agencies in and adjacent to navigable waterways, other agencies within the U.S. Department of Homeland Security are working alongside Coast Guardsmen on this night. Personnel with U.S. Immigration and Customs Enforcement and U.S. Customs and Border Protection are also watching and waiting from various positions along the shore as well as the Gulf waters.

Although these agencies had worked together for many years in south Texas, their ties became stronger with the creation

COAST GUARD FILE

LAW

Legal drugs and illegal migrants crossing the Texas border

of the Border Coordination Initiative in 1998, a comprehensive, coordinated border management strategy between ICE, CBP, the Coast Guard and the Department of Agriculture. The BCI aims to increase cooperation among federal agencies on the southwest border of Texas to more efficiently interdict drugs, illegal aliens and other contraband. The group now claims representatives from 14 agencies on its roster.

Station personnel, along with their BCI counterparts, were helping to fulfill the charges of DHS – defend the nation, enhance national security and increase effectiveness of all federal agencies through information-sharing practices – five years before they were ever put into action.

“We were DHS before it was even a concept,” says BM1 Ron Mills, a law-enforcement specialist at the station and a 23-year veteran with the Coast Guard.

The Gulf Connection

The station is located deep in the Rio Grande Valley and only about seven nautical miles from the U.S. Mexico border, a notorious hotbed for smuggling activity where chasing drug runners has become common for station personnel, Mills explained.

According to the Office of National Drug Control Policy, more than half the cocaine on our streets as well as large quantities of heroin, marijuana and methamphetamine enters the United States via the Southwest border.

To help combat this influx, the DHS agencies supporting the BCI

rely on each other to stop the smuggling operations.

“The sharing of personnel, equipment and intelligence has unified the agencies involved into a single law enforcement agency with multiple missions,” said Mills. “The South Texas area reflects the true body of what the Department of Homeland Security is: one cohesive and responsive organization.”

Lt. Pat Schreiber, commanding officer of the station said that teamwork is the framework for their achievement.

“The key to any success we’ve had is our interagency relationship with CBP and ICE,” said Schreiber. “They have responded to our requests at any given time on any given day. From intelligence shar-

ing to support with agents, vessels and aircraft, our agency partners have always been there,” he said.

Southwest Border Strategy

“Every day, the U.S. Coast Guard is on the front lines as part of a layered homeland security strategy to protect Americans from all threats,” said Secretary of Homeland Security Tom Ridge. “Each shipment of illicit drugs interdicted by the Coast Guard saves lives at home and denies terrorists a potential source of funding.”

Operations Starfish and Boca Del Lobo (Mouth of the Wolf) are two joint-agency initiatives conceptualized by station personnel, as an offshoot to the BCI, to address

ON THE BEACH

Coast Guard members in South Texas use vehicles and helicopters to battle drug smugglers.



the smuggling problems in their collective area of responsibility. Operations Rip Current and Watchtower, developed by the station in 2002 as subsets to Starfish, are two other proactive campaigns the station is involved with, all of which rely on the assistance of partner agencies such as CBP and ICE, as well as the Texas Department of Public Safety, Texas Parks and Wildlife, and Immigration and Naturalization Services.

The first three months of Starfish, a yearlong initiative christened in June 2002 to combat undocumented migrants, illegal aliens, drug flow and terrorism, demonstrated to the BCI that the smuggling problem was farther north along the coastal waters of the station's AOR than previously considered. To address this problem, Mills created a handpicked blend of Coast Guardsmen, CBP agents and ICE law enforcement specialists.

The team was designed to con-

duct joint-surveillance operations to find out when and where the smugglers were taking their narcotics, and then plan a deterrence philosophy that would yield the best results.

Instead of conducting random boardings, Mills' teams deployed into remote areas and set up surveillance, while other marine enforcement teams positioned themselves on the water to either apprehend smugglers offshore or intercept them before landfall.

It worked.

Three months into the joint-surveillance operation, BCI participants seized nearly 6,000 pounds of marijuana, 30 pounds of cocaine, and a host of undocumented migrants, said Mills.

"Our keys to success are being aggressive and persistent," said Schreiber. "Not only do these operations provide deterrence, but they allow us and our partners to gather valuable intelligence," he said.

Hard-hitting law enforcement tactics are part of what's needed when Coast Guardsmen in South Texas face a fleet of between 1,000 and 3,000 "lanchas," small 25-foot open-hulled boats that can run at speeds in excess of 30 knots. Lancha crews, who can carry an average load of 500 to 1,000 pounds of cocaine or marijuana, accounted for 21 percent of known maritime smuggling events documented by Coast Guard Atlantic Area in 1996, according to the ONDCP.

Partners in the CBP aid Mills' teams with high-tech gadgets such as monocular night vision goggles, thermal imagery and seismic sensors to seek out these nighttime smugglers lurking in the shadows of South Texas.

Reynaldo Guillen, Jr., assistant patrol agent in charge of the CBP office in Fort Brown, Texas, said the involvement between his agency and the Coast Guard is



much stronger since the BCI was formed.

“Our agents and the Coast Guard are laying it on the line every day,” said Guillen. “Each agency brings another piece to the puzzle; our relationship with the Coast Guard is a force multiplier,” he said.

“This sharing of personnel and equipment is the backbone of our entire operation,” said Mills. “We can attack every avenue of smuggling on our waterways by sharing intelligence and equipment that we did not have access to in the past.”

According to Coast Guard statistics, the station, while working in unison with other agencies, seized 2,415 pounds of marijuana in fiscal year 2003. In fiscal year 2002, the station accounted for 10,675 pounds of marijuana — 26 percent of the Coast Guard’s total marijuana seizures.

In early September alone, joint law enforcement operations in the

station’s AOR resulted in the apprehension of nine undocumented migrants and more than 690 pounds of marijuana.

Some statistics to support the successes of Operations Starfish, Rip Current and Watchtower are:

- more than 6,700 pounds of marijuana seized
- more than 350 migrant interdictions
- more than 10 vessels seized, including lanchas and bay boats
- more than 20 vehicle seizures.


“People just don’t know what’s going on down here,” says Mills. “These guys might as well be Marines; they’re buried in the sand with night scopes and cameras,” he said, referring to the extreme operational tempo and typical conditions station personnel deal with on a daily basis.

Stephen Eaton, marine group supervisor with ICE in Port Isabel, Texas, said the force multiplier strategy is beneficial because it

enables more of his personnel to participate in joint operations. By placing his agents alongside Coast Guardsmen on the water, officers can cover a larger area of their collective AOR.

“BCI was the force in putting this all together,” said Eaton. “We’re now safer and more efficient in what we do,” he said.

Eaton said that about 12 station personnel are now cross-certified on ICE policies and procedures, which makes communication easier in the field.

Members of Coast Guard Station South Padre Island continue to work around the clock with their DHS counterparts to ease the sometimes non-stop illegal activity along the Texas coastline. Many challenges exist, but with dedication of station personnel, along with assistance from BCI agencies, the cries from Boca Del Lobo – The Mouth of the Wolf – will be silenced. 

BUSTED

Left: Coast Guardsmen in south Texas, along with members of U.S. Customs and Border Protection, seize 8,975 pounds of marijuana from a shrimp boat near the Brownsville Ship Channel.

JACKPOT

Right: Bales of marijuana seized during a Coast Guard boarding.

GROUNDED

Bottom: Seized lanchas, which are Mexican fishing boats sometimes used for illegal fishing and drug smuggling, are kept near Coast Guard Station South Padre Island, Texas.



PAT CHAD SAILOR, BH Dist.



**Coast Guardsmen go hard-core
with the Marine Corps
as they fight, climb, crawl and scale
their way to deployment in ...**

the combat zone

Story and Photos by PA3 Dave Hardesty, PADET San Pedro



READY, AIM, FIRE MK3 Quinn Bowyer from PSU 311 takes aim at a mock target. Students who attended the combat skills training course had to dig their own foxhole and learn watch procedures for their area of responsibility in camp.

**“You learn from mistakes here”
— Marine instructor a**

Sounds of artillery fire echoed in the distant hills as seven Coast Guard reservists and one active-duty member attended a basic combat skills training course, Dec. 7-13, at United States Marine Corps Camp Pendleton, Calif.

Coast Guard Ensign Chad Baker of Port Security Unit 311 said the school provided all the skills needed to conduct missions in Iraq. The school teaches individual combat skills, security and patrolling techniques. Students are in training day and night for a week straight.

According to Coast Guard Lt. Clinton Carlson, of PSU 311, students learn how to deal with real-world situations such as waking up in sleeping bags covered with ice, sleeping in foxholes, dieting solely on MRE's,

ALL EARS PSU 311 member MK3 Jose Espinoza, takes position as shots are heard in the area at a combat skills training course. Marines taught students techniques to handle hostile situations.



...you die from them in combat.” at combat training school

and not showering for a week. The Coast Guardsmen are taught by the best — veteran Marines who train from their own experiences in combat.

Active duty Marines, Navy sailors and Coast Guardsmen from PSU 311 formed a mock camp in a valley at Camp Pendleton. This camp simulated a base camp in a hostile area. Marine instructors acted out scenarios to test students' reactions.

“The most important thing learned at the camp is decision making,” said Sgt. Carlos Vasquez, a combat skills instructor.

A decision had to be made when a Marine, acting as a hostile intruder, broke through the fence line and started running around inside the established camp. Several camp members started to chase the man through huts,

STAYING ALERT HS3 Omar Figueroa, takes position beside a Marine when his convoy is ambushed by Marine instructors at a combat training school.



around heads and into bushes. Then a student shot dummy rounds at him with an M-16. Eventually, the hostile man was tackled. Immediately after, the students were given a de-brief to teach them what went wrong. They learned that shooting at the hostile, while he was inside the camp, endangered the camp members more than the hostile man himself.

Reconnaissance and security measures were simulated at the camp by foot patrols and motor convoys. On one mission, a three-truck convoy was ambushed. Members jumped out of the back of the truck and took positions at the base of the hill. As they advanced up the hill, someone shouted, "Gas, Gas, Gas!" Members rapidly started putting on their gasmasks. While doing so, one Coast Guard member slipped and rolled back down the hill. Meanwhile, Marine instructors snuck up behind all of the advancing students and shot them in the back.

"You learn from mistakes here, you die from them in combat," said a Marine instructor. "Nobody covered the rear."

In the middle of the week, students had to complete a three-mile endurance course. Some students were exhausted, most were soggy from the rain and stiff from sleeping outdoors. The course included climbing a 60-foot vertical rock with a rope, high crawls, low crawls through barbed wire and scaling an eight-foot wall.

"Students then have to field strip a weapon, set mines and perform all of their duties," said Vasquez. "They have to experience these things under stress."

In the middle of first aid training, large storm clouds covered the camp, and the temperature dropped to about 40 degrees. The Marine Corps classroom is an old bleacher on a concrete pad, outdoors, open to the elements. The students could easily become distracted, but as Navy HM3 Glen Moody began to describe treatments for bullet wounds in arms, legs and groins, the students payed close attention.

"Pack the wound with gauze and tampons then wrap it with an ace bandage," said Moody. He then demonstrated how to fireman-carry a victim out of a combat area. "Once hoisted, the victim should place their hand on the carrier's lower back for support, or have a pistol in it so he can shoot as the rescuer runs."

These type of lessons learned at basic combat training are graphic, physical and exhausting, but extremely valuable.

"I really appreciate everything the Marines are teach-



TAKE DOWN Ensign Chad Baker tackles a Marine acting as a hostile intruder at basic combat training.

ing me," said MK3 Jose Espinoza, a native of Santa Tecla, El Salvador.

The spirit of camaraderie and brotherhood between the Coast Guardsmen and Marines, established several generations ago, was still present as the two services trained together. "These guys [Marines] are great, and I've learned a lot," said Espinoza.

When asked why Coast Guardsmen needed this training, Omar Figueroa of PSU 311 replied, "We have to fly to Iraq and get on a bus, or convoy, to get to our boat."

Figueroa stated that many military members are attacked while in convoys. He feels that the basic combat training he has received has prepared him well for what he could encounter overseas.



LOADING UP MK3 Jose Espinoza, from Santa Tecla, El Salvador, loads a clip in preparation for a patrol at basic combat training school here.



Turtle

Story and photos by PA3 John Edwards, PADET Atlantic City

Power



On an early December morning in Atlantic Beach N.C., the crewmen of the CGC Staten Island were loading up to go on a very important mission. Within the hour, the cutter was crashing through the swells of the ocean at full speed, heading toward its drop point. Once the ship reached its destination, a voice boomed over the PA system; “All hands to the fantail for the drop.” Crewmembers emerged from all areas of the ship in anticipation. Tubes were lowered into the water and tarps were removed, revealing crates with an important and fragile cargo: loggerhead turtles.

The Coast Guard and a research team from Duke University have teamed up to complete a six-month project on endangered sea turtles. The project is part of an ongoing study that tracks how the male-to-female ratio of the turtle changes from year to year. “Tracking the turtle’s sex is a way to help build a model of how many turtles we have now as opposed to last year and next year,” said Catherine McClellan, one of the research team members.

Environmental protection is one of the Coast Guard’s long standing traditional missions. “Whenever we can help out like this, we jump at the chance,” said Lt. j.g. Nathan Allen, executive officer on the Staten Island.


The crewmembers and research team released 120 turtles into the Atlantic Ocean to help propagate the species.

The Coast Guard gives high priority to the traditional mission of environmental protection. The concern for the environment is realized by the Coast Guard’s response to an average of 20 oil and hazardous material spills that happen every day across the nation.

Since the Coast Guard has become part of the Department of Homeland Security, it has had to balance traditional missions with increased responsibility within maritime homeland security.

Increased patrols of waterways, especially during times of elevated threat levels, have become commonplace for the men and women of the Coast Guard. These patrols serve as a visual deterrent and provide a quicker response time in case of an actual incident.

Lt. Mark Walsh, commanding officer of the Staten Island, and Lt. Jeffrey Novak, commanding officer of the CGC Block Island, recently implemented a plan named “Roving Shield.” This plan enables the two cutters to move freely within their area of responsibility. This increases both the Coast Guard presence on the water and the ability to respond at a moment’s notice to either DHS needs or the more traditional missions, such as search and rescue or environmental response.

This balancing act between roles within the DHS and the more traditional roles can be difficult. “It takes a great deal of flexibility,” said Allen. 

SLIP SLIDING AWAY

Right: Crewmembers assist in placing the turtles into the water as carefully as possible. The cutter’s crew had to search for water with a temperature of 67 degrees or warmer before they could drop the turtles.

FREEDOM

Facing page: Roseanna Vinti, a Duke University research team member, holds two of the six month old turtles. The loggerhead turtles have a life expectancy of 50 years or more.








WALKING ON AIR



Story by AVTCS Rod Bailey, AirSta Humboldt Bay, Calif.

Photo illustration by PA2 Ron Spellman, G-IPA; original photo by CWO Ronald Wolfe, AirSta Humboldt Bay



Whether they're
dangling
hundreds of feet
over **rocky surf**
or **hovering**
next to the face of a
mountain,
cliff ops rescuers
from Air Station
Humboldt Bay
rise to the
challenge.

Aircrews from Air Station Humboldt Bay undergo special training on the cliffs of the Pacific Coast in order to be ready for the unique challenges of cliff rescues.



PHOTO BY ELSIGN JOHNSON, CGAS HUMBOLDT BAY

CLIFF WALKING

During cliff operations training, rescue swimmers must become familiar with all kinds of dangerous, vertical surfaces.



PHOTO BY AMTCS ROD BAILEY, CGAS HUMBOLDT BAY

OUT YOU GO

As AST2 Chuck Brannan dangles outside the door, the flight mechanic, under the watchful eyes of the instructor and pilot, begins to lower him.

A Coast Guard aircrew was dispatched on a November night in 2001 to a dramatic accident scene: an automobile had plummeted down a 500-foot slope in mountainous Northern California.

One of the victims had a severed aorta. Because the rugged terrain made any other rescue attempt impossible, a helicopter evacuation was his only hope of survival.

When the aircrew arrived from Air Station Humboldt Bay, Calif., it determined that the only safe point near the wreckage to lower a rescue swimmer was located between two stands of redwood trees nearly 200 feet tall. Hanging 150 feet above the ground, the rescue swimmer used hand signals to expertly guide

the hoist operator for a precise delivery onto the steep, brush-covered cliff. Once on the ground, the swimmer took charge and worked quickly to rescue the injured from the wreckage. They were hoisted to the helicopter and then on to the nearest medical facility.

Because of the aircrew's efforts and skill, the injured man made a full recovery. The rescue swimmer, AST3 Steve Rich and the rest of the aircrew were awarded Air Medals for their actions.

This rescue and many like it are due largely to the training that the aircrew from Air Station Humboldt Bay uses to hone its skills on the cliffs overlooking the Pacific Ocean each year.

Along with two fully-crewed aircraft, training missions need three personnel

“It takes total concentration and nerves to lower the rescue swimmer or EMT to dangerous cliffs, rocks or other natural hazards.”

**— AMT1 Pat Barrett,
enlisted instructor, AirSta Humboldt Bay**

on the ground, one of whom is EMT certified and acts as a safety observer.

“It’s a team effort during training on the cliffs. Everyone is briefed prior to the flight on all evolutions and safety concerns,” said AST2 Steve Garcia, a rescue swimmer at the station.

Even before an aircrew starts cliff ops training, its members must be fully qualified to fly many missions, including search and rescue. Cliff ops training doesn’t begin unless an aircrew’s people are already comfortable with and knowledgeable of their jobs.

As training commences, the hoisting height above the cliffs and the degree of difficulty increases or varies during each flight to simulate what conditions may be like on an actual rescue case involving victims trapped in crevasses.

When training has been completed and the aircrew is satisfied that all went according to plan, it departs back to the station for debriefs and evaluations of the training. After training around cliffs and confined areas, aircrews pass on this training to the next generation to keep a cycle of qualified personnel always available.

Next week it may be a new crew doing exactly the same training under different weather conditions.

“It takes total concentration and nerves to lower the rescue swimmer or EMT to dangerous cliffs, rocks or other natural hazards,” said AMT1 Pat Barrett, one of the enlisted instructors at the air station.

HANGING AROUND

AST2 Steve Garcia uses hand signals to direct the aircrew above to move in for the training rescue.

The actual term is “vertical surface operations,” which would include any high-angle type of rescue; i.e., cliffs, trees, water towers, buildings, waterfalls, etc. Rescue crews have recovered survivors from all of these types of locations.

“The key to successful vertical surface ops is CRM, or ‘cockpit resource management,’ and a thorough brief among the crew while surveying the rescue site,” said ASTC Mark Berg, chief rescue swimmer at the station.

It is absolutely essential that all crewmembers know exactly what the situation is, what the severity of injuries are, if possible, and that each aircrew member carry out his or her task during training or rescues.

There is no room for errors during this critical time as victims’ lives are at stake as well as the health and well-being of the aircrew.

Aircrews at Air Station Humboldt Bay practice their skills routinely while waiting for the next time they are called out for the real thing. The training pays off; for many injured victims trapped on cliff sides and other areas virtually impossible to reach by any other means, the Coast Guard helicopter aircrew is their only way out. 🚁



PHOTO BY AMTCS ROD BAILEY

**Air Station
Humboldt Bay’s
rescuers have
saved people
from cliffs,
trees,
water towers,
buildings
and even
waterfalls.**



Career development advisors

Did you know that there are 19 career development advisors in the Coast Guard? CDAs assist Coast Guard personnel by providing information on career opportunities, military incentives, rights and benefits, as well as information on policies and programs affecting the Coast Guard work force.

CDAs inform members by providing unit training and can counsel individuals on career development, which includes educational planning, leadership advancement and the advantages of a Coast Guard career.

See your CDA today for assistance on topics such as tuition assistance, re-enlistment programs, voluntary education, paths of advancement, enlisted-to-officer programs, selective re-enlistment bonus, Montgomery GI Bill, servicemember's opportunity colleges, Thrift Savings Plan, United

Services Military Apprenticeship Program, Troops to Teachers and many more.

For more information, please visit www.uscg.mil/hq/g-w/g-wt/g-wtl/cis/cishome.htm.
YNC Al Succi, HSC

CGMA celebrates 80 years of service

Coast Guard Mutual Assistance traces its history back to 1924 when an organization called The League of Coast Guard Women was established to "minister to the general welfare of the commissioned officers, warrant officers, enlisted men and civilian employees of the Coast Guard and their immediate families" and to "knit closely together all men and women whose lives are identified with the Coast Guard by the ties of mutual interest and helpfulness." Coast Guard Welfare was formally established and took over the mission from the League in

1941, as activity dramatically increased due to World War II. In 1979, the name was changed to Coast Guard Mutual Assistance.

Today, CGMA continues to serve the Coast Guard community by providing financial aid to thousands of people each year. CGMA offers assistance to people in every sector of the Coast Guard, including service members (active, reserve and retired), civilian employees and the Auxiliary.

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

For more information about Coast Guard Mutual Assistance, contact your local CGMA representative, visit the CGMA Web site at www.cgmahq.org, or call CGMA Headquarters at 800-881-2462 or 202-493-6621.
CGMA

Shipmates

Coast Guard Combat Veterans Association to hold reunion

The Coast Guard Combat Veterans Association is scheduled to hold a reunion in Ft. Mitchell, Ky., April 22-26. Members nationwide are invited to attend.

During the reunion attending members can reconnect with friends and shipmates, and participate in the association's governing process at a business meeting/luncheon.

The CGCVA is a non-profit corporation. It consists of active duty members, reserve members, retired members and honorably discharged former members of the Coast Guard or Coast Guard Reserve who served in or provided direct support to combat situations recognized by an appropriate military award.

Being mindful of the traditions, duties and purposes of the Coast Guard, it is the CGCVA's duty to uphold and defend the Constitution of the United States.

Members of the CGCVA believe that through social association and mutual acquaintance they may further perpetuate the memory of our fallen comrades, assist their widows and orphans, assist honorably discharged and retired Coast Guard combat veterans, and promote and enhance the image and posture of the Coast Guard.

Their membership numbers more than 1700, and they continue to grow with members coming on board from Operation Iraqi Freedom. Their membership rolls include veterans ranging from World War II to present conflicts.

Upon acceptance into the association, members are furnished membership cards and certificates, a copy of the association bylaws, a CGCVA logo pin and a copy of their quarterly newsletter, "The Quarter-Deck Log," which contains articles, photos and reunion information submitted by members and timely information on Coast Guard activities and news events.

The CGCVA Secretary of the Treasury maintains a comprehensive computer database, which can help locate old shipmates.

For more information about the reunion or application for membership, please contact:

Baker W. Herbert
6629 Oakleaf Drive
Westfield Center, Oh. 44251

CGCVA



Greetings from Group-Air Station North Bend

Coast Guard Group-Air Station North Bend is located on the majestic and uniquely beautiful Oregon coast, about 100 miles north of the Oregon/California border.

The Group-Air Station was commissioned Sept. 28, 1974, and guards 220 nautical miles of Oregon coast ranging from Pacific City to California. Our area of responsibility includes some of the most beautiful and challenging terrain found in the Coast Guard today. Three hundred-foot rock cliffs meeting pounding surf, miles of sand dunes and beaches, and the Coastal Mountain Range are only a few of the sites and operational challenges our area has to offer.

Coast Guard missions in the Pacific Northwest are as varied and challenging as the Coast Guard has to offer. High surf and vertical cliff rescues are not uncommon. When not occupied with search and rescue, law enforcement and fisheries monitoring are high priorities due to the numerous fishing communities in the area. Along with protecting the pristine environment, our added mission of homeland security has made for a full spectrum of Coast Guard operations.

With more than 450 personnel, the Group/Air Station is the largest on the West Coast. Air Station North Bend, with its five HH-65A "Dolphin" helicopters, is co-located with the Group headquarters. The Group also operates an air facility 100 miles north in the city of Newport, Ore. The Group is responsible for six motor lifeboat sta-

tions located throughout the AOR, all of which are equipped with 47-foot motor lifeboats. In addition, North Bend is one of two Groups in the Coast Guard equipped with the venerable 52-foot motor lifeboat, which is self-righting, capable of operating in 30-foot seas, and has five times the towing capacity of the 47-footer. The 110-foot patrol boat CGC Orcas, homeported in neighboring Coos Bay, and an aids to navigation team based in nearby Charleston round out the Group's units.

While enjoying Oregon's southern coast, you'll find the area has no shortage of activities for all ages and interests. During the summer months, outdoors is the place to be. Camping, hiking, and boating provide endless choices for entertaining the entire family. Numerous local festivals make day trips to several nearby coastal communities something to remember. You'll never know what you may find. When winter rolls around, the fishing is unbeatable; salmon, steelhead, and other ocean varieties make for a fisherman's paradise. If you don't fish, Oregon's best skiing is only a few hours' drive to the east.

Whether you're looking for challenging missions, beautiful coastline, or a nice community where you can raise your family, you'll find it at Coast Guard Group-Air Station North Bend.

Visit our website: <http://www.uscg.mil/d13/units/grunbend/>

Story by LTJG Kenny Eller, Group-Air Station North Bend

Housing

The Coast Guard maintains 95 two-, three- and four-bedroom units located in six different areas throughout the Group. Living on the economy costs between \$400 and \$1,200 in rent, depending on location and size of the residence.

Facilities

The Group/Air Station has a fitness facility, a Coast Guard Exchange, a medical clinic, and an MWR operation with rental boats, campers, and other equipment as well as access to the North Bend municipal pool.

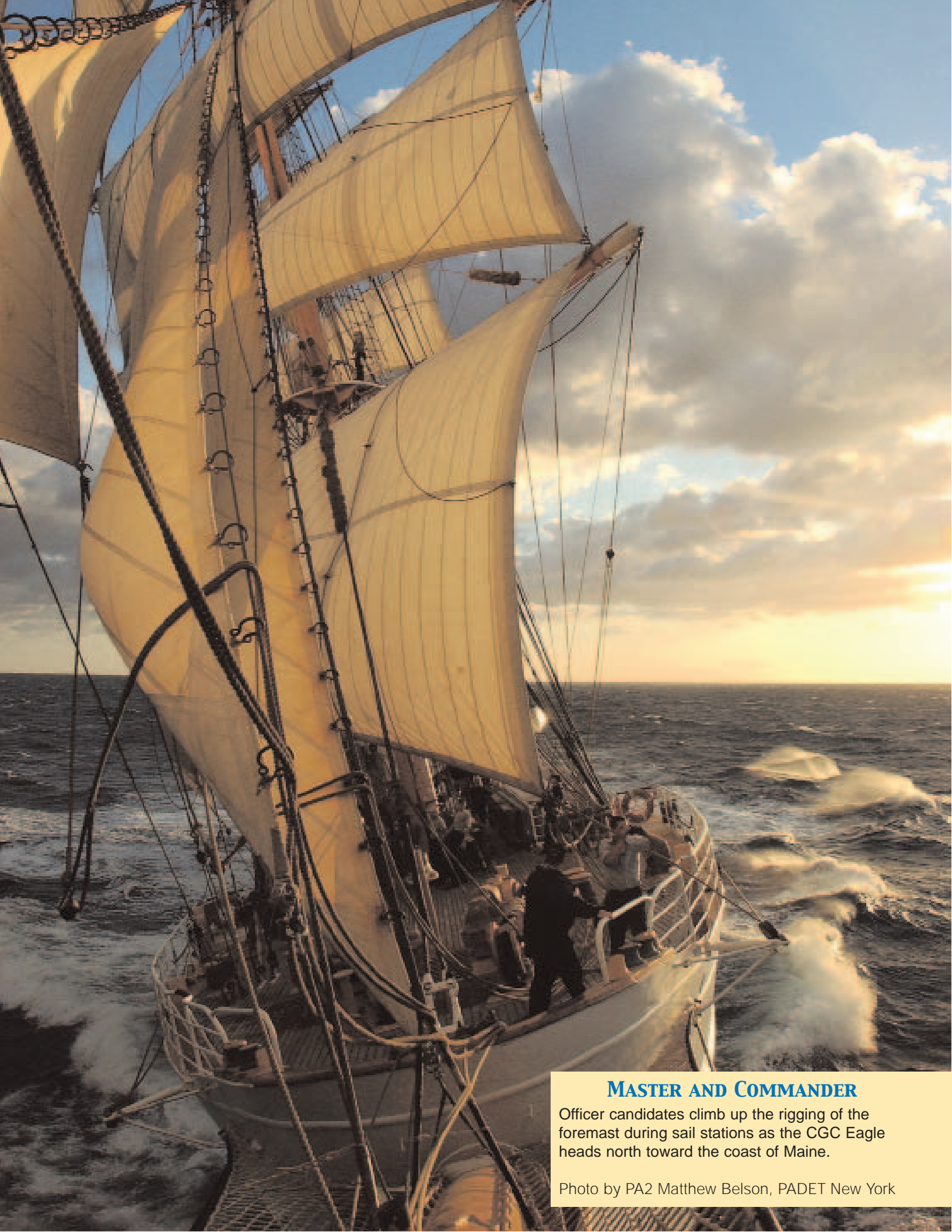
Education

Southwestern Oregon Community College is located in North Bend about five minutes from the Group-Air Station and 30 minutes from most Group units. The Group ESO is very proactive, assisting in everything from CLEP tests to post graduate school placement.

Weather

The Oregon coast is famous for its rain and fog. Summer months are beautiful with temperatures usually in the 60's and 70's. Winter months are wet, with temperatures in the 50's.

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



MASTER AND COMMANDER

Officer candidates climb up the rigging of the foremast during sail stations as the CGC Eagle heads north toward the coast of Maine.

Photo by PA2 Matthew Belson, PADET New York