

Coast Guard



July 2003

Military • Multimission • Maritime

HOME AGAIN



Some Coast Guard units return home after deploying to the Middle East in support of Operation Iraqi Freedom.

Kid Talk



Hot Zone

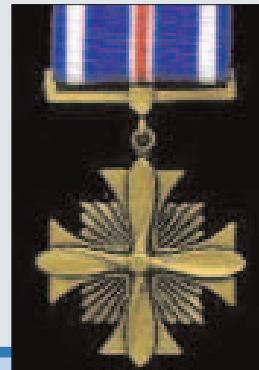


Heavy Lifting

Heroes

The world's best Coast Guard

AST3 JASON QUINN



AST3 Jason Quinn is cited for his extraordinary actions in the Oct. 20, 2002, rescue of five people from the fishing vessel *Galaxy*, which caught fire and sank in the Bering Sea about 30 miles south southwest of St. Paul Island, Alaska.

Air Station Kodiak responded to a distress call from the *Galaxy* and launched a helicopter from a temporary station in Cold Bay and another helicopter and two C-130s from Kodiak. Quinn was

aboard the helicopter from Cold Bay that was first to arrive on scene. Winter weather greeted rescuers with high winds and seas and freezing spray.

The helicopter crew located three crewmembers of the 180-foot fishing boat trapped on the stern. Due to winds blowing more than 25 knots and 20-foot seas — compounded by flames and dense smoke from the burning fishing vessel that was rolling 30 degrees to each side — the aircrew was

unable to safely hoist the survivors directly from the vessel. Therefore, Quinn was deployed into the water.

He swam to within 10 feet of the vessel's propellers, which were pitching in and out of the sea. He directed each mariner to jump into the water, where he recovered them, and they were safely hoisted into the aircraft.

Once the three men from the stern were recovered, Quinn was hoisted back to the helicopter. The aircrew then circled the vessel to the bow, where two more mariners were in need of rescue. Quinn reentered the water, this time facing the huge anchor, and safely recovered both men.

Quinn was then hoisted into the helicopter, and the aircraft headed toward St. Paul to re-fuel and deliver the mariners to medical crews.

Story by PA3 Sara Raymer,
17th District



PAC MARSHALEVA DELANEY, 17TH DISTRICT



Coast Guard

July 2003

U.S. Department of Homeland Security

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AP

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By PA2 Bill Barry, PADET Atlantic City

Coast Guardsmen pull fire trucks, heave sand bags, and pull anchor chains across the pavement as part of the inaugural strongman contest in Cape May.



PA2 BILL BARRY, PADET ATLANTIC CITY

HSCM Kent Cook drags 700 pounds of anchor chain during the medley portion of Training Center Cape May's Inaugural Strongman Competition.

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



MK2 Larry Buletti from the Pacific Strike Team assists MK2 James Kruk from the Gulf Strike Team in putting on a Level A protective suit during weapons of mass destruction training in Fort Leonard Wood, Mo., March 11.

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ON THE COVER

FS3 Mason Amos from the CGC Walnut greets his wife Taysina and newborn son Trey in Honolulu after returning home from deployment in support of Operation Iraqi Freedom.

PHOTO BY

PAC TYLER JOHNSON,

14TH DISTRICT

UP FRONT

HEADS UP

Coast Guard auxiliarist Nelson Lampert guides a hoist basket during training with a helicopter from Air Station Barbers Point In Honolulu as fellow auxiliarists Richard Hughes and Robert Keller keep an eye out for safety concerns.

PHOTO BY PA2 DAVID MOSLEY, 14TH DISTRICT



UP FRONT





UP FRONT

ENFORCERS OF THE SEA

Three Coast Guard cutters steam together during Operation Iraqi Freedom. They are (left to right) the CGC Baranof from Miami, the CGC Walnut from Honolulu, and the CGC Boutwell from Alameda, Calif.

PHOTO BY PA1 JOHN GAFFNEY, USCGR





UP FRONT

WAVING COLORS

The CGC Tampa and CGC Northland, both 270-foot high endurance cutters are framed by the American Flag at their homeport in Portsmouth, Va.

PHOTO BY PA1 TOM SPERDUTO,
PADET NEW YORK



U. S. COAST GUARD

President George W. Bush delivers 122nd commencement address

CG Academy cadets graduate

NEW LONDON, Conn., May 21 — The first class of Coast Guard cadets to receive their commissions as members of the Department of Homeland Security graduated at the

Coast Guard Academy here today. President George W. Bush gave the commencement address to the new ensigns. Secretary of Homeland Security Tom Ridge and Coast Guard Commandant Thomas H. Collins also attended the ceremony.

During the President's speech, he praised the graduates for their hard work and dedication. "This is a proud day for the Class of 2003. I know you've worked hard to get here. You've persevered through the rigors of Swab

Summer, you've faced difficult trials — in the classroom, aboard Eagle. And now, with silver dollars in your pockets, you're ready to become officers in our nation's oldest, continuous sea-going service."

The President also gave the graduates words to take with them into their new Coast Guard careers.

"You have shown each day that you 'revere honor' and that you 'honor duty.' You have made your families, your professors and your country proud. On behalf of the American people, thank you for choosing a life of service and congratulations on a great achievement."

Compiled by G-IPA staff



PA3 SHAWN EGGERT, COAST GUARD ACADEMY



TELFAR BROWN, G-IPA-1

Far Left: President George W. Bush speaks to the Coast Guard Academy cadets during the commencement as Department of Homeland Security Secretary Tom Ridge looks on. Left: President George W. Bush waves to the crowd with graduating cadet Marian Killen at the commencement. Below: Newly commissioned Coast Guard ensigns toss their covers after the commencement ceremony May 21.



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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Singing cop records with CG band

NEW LONDON, Conn., May 13 — Tenor Daniel Rodriguez, the singing police officer, recorded the song "On This Day," with director Capt. Lewis Buckley and the Coast Guard Band here today.

Award-winning composer Charles Strouse composed and wrote the song which was commissioned by the White House Liaison for the Commission on the National Moment of Remembrance. The Commission hopes that the song and

music will be established as America's National Memorial Day Anthem, to be released for broadcast nationwide on Memorial Day 2003.

Rodriguez, a New York City police officer, mostly sang at sporting events until Sept. 11, when he began singing at memorials for the victims.

Story and photo by PA1 Sarah Foster-Snell, Coast Guard Academy



WEBHOT!



www.boatswainsmate.net

Calling all boatswains mates who want to advance! This Web site

was created in 1997 when Lt. j.g. Scott Rooke was a BM2 and having trouble finding all the needed reference materials to study for advancement.

The site started with just one study guide he created for the BM1 end-of-course test. Through word of mouth, BMs throughout the Coast Guard visited the site, shared their

study guides and links of interest and told their friends.

Today, the Web site averages more than 130 hits a day and has had more than 48,000 visitors since April 2002.

The site was designed to be one-stop shopping with links to everything the boatswains mate could need.

In addition to a myriad of study guides, visitors will find search and rescue controller links, as well as manuals, instructions and policies pertinent to the boatswain's mate.

Other links of interest deal with career information, education, and Coast Guard related books and magazines.

Think your Web site is unique?

E-mail the URL to

jzettles@comdt.uscg.mil



PA1 Tomi Sherougo, PADET NEW YORK



Innovation Exploration

BALTIMORE, May 14 — The Coast Guard Innovation Exposition and Industry Day show was held May 14-16 at the Marriott Waterfront Hotel here. The event enabled the Coast Guard to discuss challenges to Maritime Homeland Security and gave the Coast Guard and industry members a place to share and explore innovative technology solutions.

Photo by Telfair Brown, G-IPA-1

Around the world, around the clock

Station Morro Bay, Calif., towed a 30-foot sailboat to safety after it became disabled and was adrift 25 nautical miles off port San Luis June 17.

A rescue helicopter crew from Air Station Astoria, Ore., hoisted six missing hikers to safety May 28 in Skamania County, Wash. The search and recovery of the hikers was a cooperative effort between resources from the Coast Guard and King and Skamania Counties.

A man suffering from severe head trauma was assisted by a Coast Guard rescue helicopter crew from Air Station Los Angeles and a Coast Guard 47-foot rescue boat crew from Station Channel Island in Chinese Harbor, Santa Cruz Island May 5.



Vice Adm. James Hull, Commander of Coast Guard Atlantic Area in Portsmouth, Va., formally commissioned Helicopter Interdiction Tactical Squadron Jacksonville in a ceremony May 19 at the Cecil Commerce Center in Jacksonville, Fla. The Coast Guard's HITRON is America's first, and only, airborne law enforcement unit trained and authorized to employ Airborne Use of Force.

The CGC Amberjack, Station South Padre Island and Air Station Corpus Christi teamed up to interdict a Mexican vessel suspected of illegally fishing in U.S. waters June 23.

The CGC Legare, homeported in Portsmouth, Va., stopped a 40-foot sailing vessel south of the Great Inagua, Bahamas with 139 Haitian migrants on board. The Legare was cruising just off the southern coast of Great Inagua when they spotted what crewmembers called, "an overcrowded and unseaworthy sailing vessel," heading for the Bahamas and ultimately the United States.

FY '03 By the numbers compiled May 20

Lives saved: 2,251
SAR cases: 22,202
Marijuana: 11,577 pounds
Cocaine: 78,325 pounds
Migrants: 4,307

Source: G-IPA-2

A long awaited welcome

PSU 311 returns home

LOS ANGELES, June 17 — Members of Coast Guard Port Security Unit 311 reunited with their loved ones at the Coast Guard Base in San Pedro after returning home from a four-month tour in Iraq.

PSU 311 is comprised primarily of reservists who live and work in the Southern California area.

PSU 311's 120-person unit played a vital role in two extremely important security missions in Iraq. On the opening evening of the war, a security team from PSU 311 participated in the capture and security of an off-shore oil terminal located off the coast of Iraq, less than two miles from the territorial waters of Iran. For more than 90 days, PSU 311 secured the oil platform, operating under extremely arduous conditions, and protected this key piece of infrastructure that is vital to the economic stability and revitalization of Iraq.

Shortly after the commencement of hostilities, PSU 311 convoyed four boats and support equipment to a combat zone in Iraq and provided security for U.S. and coalition forces operating in the port of Umm Qasr.

For more than two months, PSU 311 boats and landside security forces helped secure the port of Umm Qasr and provided waterside security for ships transporting humanitarian assistance into Iraq. PSU 311 boat crews logged over 3,000 hours underway operating within the inner waterways of Iraq.

In addition to PSU 311's many operational accomplishments, many PSU 311 men and women volunteered during their off-duty time to distribute food, medical and school supplies to the children of Umm Qasr, Iraq.

Story and photos by PA3 Louis Hebert, PADET Los Angeles



Top: Lt. Brett Linden embraces a loved one during the unit's homecoming in San Pedro.

Right: PS1 Alberto Echeverría is met by his daughter and other family members as the unit arrived from its four-month deployment in Iraq.

Left: PS1 Randal McNary gets a big welcome from a little loved one for the first time in four months.



Key West crews assist in saving beached whales

KEY WEST, Fla., April 29 — The Coast Guard men and women stationed in Key West assisted in saving a pod of 29 beached whales northeast of Key West today.

The pilot whales were discovered stranded in the shallow mud flats near Content Key, 23 nautical miles northeast of Key West April 25. Upon discovery, the Coast Guard was immediately notified and Station Key West was sent into action.

The station's duty section was the first to respond in its 17-foot Safeboat. Less than an hour later, off-duty volunteers from Station Key West and Group Key West were being ferried to the flats by two of the station's rescue boats.

More than 40 Coast Guard men and women volunteered their services to help the marine mammals, as they gasped for air and barely clung to life. Most of the 10- to 15-foot long whales were severely dehydrated and suffered from sunburn, as they laid helpless in the flats, being crushed by the weight of their own bodies. Once on scene, the Coast Guard kept the whales calm and stabilized, in the shallow water, until a marine veterinarian could arrive on scene.

"There were whales everywhere," recalls Seaman Jared Hall of Station Key West, as he spoke of the scene when he first arrived.

To help the whales' ailing health, the Coast Guardsmen draped wet towels over the sensitive exposed skin of the injured whales. Additional measures included lifting the heads of exhausted whales out of the water, to make breathing easier. The Coast Guard was also on scene to assist with the transport of the marine mammals across the flats to deeper water, and to attend to the medical needs of those animals requiring extensive care.

"The whales were amazingly cooperative," added Hall, impressed with their demeanor in what must have been



BM3 Abby Petersen of Station Key West holds onto a stranded pilot whale in the waters north east of Key West April 25.

a stressful situation.

Seaman Juan Cardona of Station Key West said, "We kept them wet and calm. When the marine veterinarian came, we were asked to assist in taking blood samples from the whales [for diagnosis]."

Multiple agencies in the Keys were quick to follow suit, and lend their support to the mission of saving this wayward pod of pilot whales. Members from the Marine Mammal Conservancy and Marine Mammal Rescue Team were appreciative of the efforts of all the volunteers.

"Without the commitment and dedication of the men and women of Group Key West, there is no doubt the number of animals saved would have been far lower than it actually was," commented Capt. Jayson Horadam of the Florida Fish and Wildlife Conservation Commission.

At the end of the day, the Coast Guard volunteers were soaked and sunburned. Many of them spent upwards of six hours in the water, exposed to the elements still in full uniform. They came back to the station weary and water logged, yet energized by feelings of a job well done.

Ensign Brett Workman, Group Key West

Show Time

NEW YORK, May 25 — A hovering HH-65 helicopter from Air Station Atlantic City lowers a rescue swimmer during a Coast Guard search and rescue demonstration during fleet week in New York Harbor today.

Fleet Week is a week-long celebration honoring the nation's maritime history. New York first hosted Fleet Week in 1984 and it has since become a yearly event.

The Coast Guard participates in the event by both demonstrating the service's capabilities and by leading a multi-agency force to protect the festivities.

This year the CGCs Sturgeon Bay and Katherine T. Walker, both homeported in Bayonne, N.J., joined other Navy and international ships for the Parade of Ships in New York Harbor.

Photo by PA2 Matthew Belson, PADET New York



NOWHERE TO RUN

Suspected drug smugglers detained, drugs recovered

CLEARWATER, Fla., April 22 — The CGC Monhegan detained suspected drug smugglers and recovered 2,000 pounds of marijuana from the waters north of Cuba today.

The Monhegan, homeported in Key West, Fla., was assisted by the CGC Diligence, homeported in Wilmington, N.C., and a C-130 crew from Air Station Clearwater in detaining the suspected smugglers.

The C-130 crew located a suspicious go-fast boat from the air and relayed information about the boat to the two cutters.

A smallboat crew from the Diligence crept up on the suspects as the Monhegan cornered the fleeing go-fast. The suspected smugglers stopped their boat and obeyed the boarding team's orders.

After detaining the suspects, a Monhegan crewmember noticed bales in the water.

The crew of the Monhegan immediately started pulling the bales from the water. When they finished they had recovered 2,000 pounds of marijuana. With this added cargo,

and three suspected smugglers in custody, the crew began its voyage back to Miami. Once in port, the contraband and smugglers were turned over to Immigration and Customs Enforcement agents at the Integrated Support Command Miami.

"This bust was a joint effort by all assets on scene, the Diligence coordinated afloat units, and the C-130 provided position updates from the air while we waited for the cover of darkness to interdict," said Lt. Riley Gatewood, commanding officer of the Monhegan.

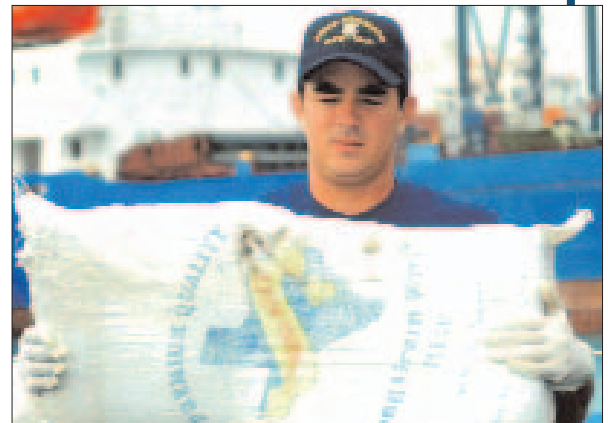
With such diverse missions as search and rescue, marine law enforcement and marine environmental protection, the Monhegan is kept busy year round. Even with all these different missions the cutter crew spends long hours performing alien migrant interdiction operations, according to Gatewood.

Since July 2002 the cutter has seized 2,162 pounds of

marijuana, and interdicted seven go-fast boats and 105 undocumented Cuban migrants. The crew has also rescued 65 Cuban migrants abandoned by smugglers on deserted islands in the Florida Keys and the Bahamas.

"Each crewmember brings his or her own specialty and talent," said Gatewood. "No interdiction or seizure is because of one or two individuals, it takes the whole team to bring it together."

Story and photos by PA3 Carleen Drummond, 7th Dist.



BM3 Camilo Villegas carries a bale of marijuana.

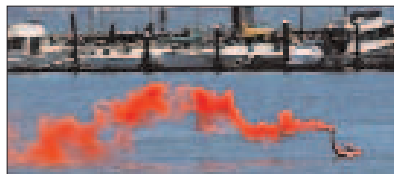


The crew of the CGC Monhegan displays the contraband recovered from the waters north of Cuba April 22.

National Safe Boating Week kicked off at Station Golden Gate



Two children play in an HH-65 helicopter rescue basket on display at Station Golden Gate.



Station Golden Gate performs a search and rescue demonstration.

SAN FRANCISCO, May 17 — Station Golden Gate held an open house to kick off National Safe Boating Week here today.

The crew of Station Golden Gate hosted more than a dozen local law enforcement agencies, participated in a search and rescue demonstration, provided a child identification booth, a free face-painting booth, and enough barbecue to feed the approximate 250 people that came to the open house.

“We hold this event to increase safety awareness of

the boating public,” said Auxiliarist Tom Blount, who helped plan the event. “It gets people acquainted with the different agents in the Bay Area that respond to boaters in distress.”

National Safe Boating Week gives members of the National Safe Boating Council an opportunity to educate the boating public with the goals of reducing accidents and enhancing the boating experience.

Some members of the council include the Coast Guard Auxiliary, Army Corps of Engineers, State Boating Law Administrators, American Red Cross and the U.S. Power Squadrons.

Story and photos by PA3 Mariana O’ Leary, PAC Area



Bombs Away! NEW LONDON, Conn., June 18 — GMC Martin Geil makes a final bungee plunge during a “high ropes” exercise in Ballard Gym Hall during a team building exercise at the Chief Petty Officers Academy East. The CPO Academy is leaving New London to consolidate operations at Petaluma, Calif., June 19.
PA3 Shawn Eggert, Coast Guard Academy

Eyes on the Big Easy



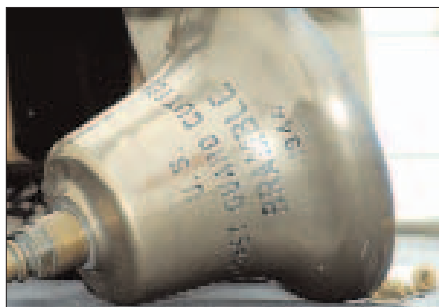
NEW ORLEANS, Apr. 25 — An MH-68A HITRON helicopter patrols over the New Orleans skyline.
PA3 Kyle Niemi, 8th Dist.

CGC Bramble decommissioned after 59 years



Above: The crew of the CGC Bramble man the rails for the last time during the cutter's decommissioning ceremony.

Right: The bell of the Coast Guard Cutter Bramble sits on deck after being removed for safe keeping.



PORT HURON, Mich., May 22 — Past and present crewmembers of the CGC Bramble gathered at the Port Huron Seaway Terminal here to say goodbye to the cutter as it was decommissioned after 59 years today.

The Bramble was built and served on the Great Lakes with brief stints on both coasts. Bramble has a famed history that includes the first forced navigation through the Northwest Passage, the ice-covered region between Canada and the Arctic.

The Bramble is the first of the three 180-foot buoy tenders in the Great Lakes to be decommissioned. It was turned over to the city of

Port Huron Museum after the decommissioning.

After the flags were lowered for the last time, the final reports were taken.

“All running lights have been

extinguished,” reported Lt. j.g. Jay Guyer, Bramble’s operations officer. “The at sea watch has been secured, the ships chronometers have been allowed to run down, the ships rudder has been secured amidships. All aids to navigation are on station and tending properly.”

With that, Lt. Cmdr. Todd Prestidge, Bramble’s commanding officer, informed Rear Adm. Ronald Silva, commander of the 9th District, that Bramble had been decommissioned.

As if on cue, at that very moment, a passing freighter sounded the “Great Lakes salute” a series of two long and one short blasts on its whistle, a seemingly final good-bye and thanks for service rendered.

While Coast Guardsmen will no longer be the heartbeat for Bramble, the cutter will always be in the hearts of the crewmen who served on her. Bramble will be replaced by the new 225-foot buoy tender Hollyhock in late fall 2003.

Story and photos by PA2 Paul Roszkowski, 9th Dist.

Crew of CGC Firebush bids cutter farewell

KODIAK, Alaska, May 28 — After 24 years in Kodiak the 180-foot buoy tender was decommissioned during a ceremony onboard the ship at the Coast Guard base here today.

The cutter has served for 59 years, was in three wars, has had three homeports and has sailed more than a half-million nautical miles.

The Firebush was commissioned July 20, 1944, primarily to conduct aids to navigation duties for the Coast Guard. It has been stationed in New London, Conn., Staten Island, N.Y., and Kodiak.

In addition to the regular duties of aids to navigation, breaking ice, security patrols and search and rescue, the Firebush fought a fire at the foot of 35th Street in Brooklyn, N.Y. in December 1956.

It served under the Navy during World War II off the coast of Greenland and Iceland. The ship serviced aids to navigation and patrolled the coasts in an effort to prevent the establishment of Nazi weather stations.

The Firebush and its crew will depart Kodiak this weekend for San Pedro, Calif., where the ship will await the final paperwork before being sold to the Nigerian navy for tender work in the country’s oil fields.

Story and photo by PA3 Sara Raymer, PADET Kodiak



The CGC Firebush during its decommissioning ceremony.



PAC TYLER JOHNSON, 14th DIST.

ALL SMILES

Top: BM3 John Savastano from the CGC Bainbridge Island celebrates his return home to Highlands, N.J., July 1 with his 1-year-old son Joshua and his wife Irene. The Bainbridge Island was deployed to the Mediterranean Sea in support of the war on terrorism.

GROUP HUG

Bottom: EMC Chad Witbracht from the CGC Walnut greets his children 7-year-old Rachel and 5-year-old Jacob after returning to Honolulu from deployment in the Middle East in support of Operation Iraqi Freedom June 27.



PAT TOM SPERDUTO, PADET NEW YORK

HOME AGAIN

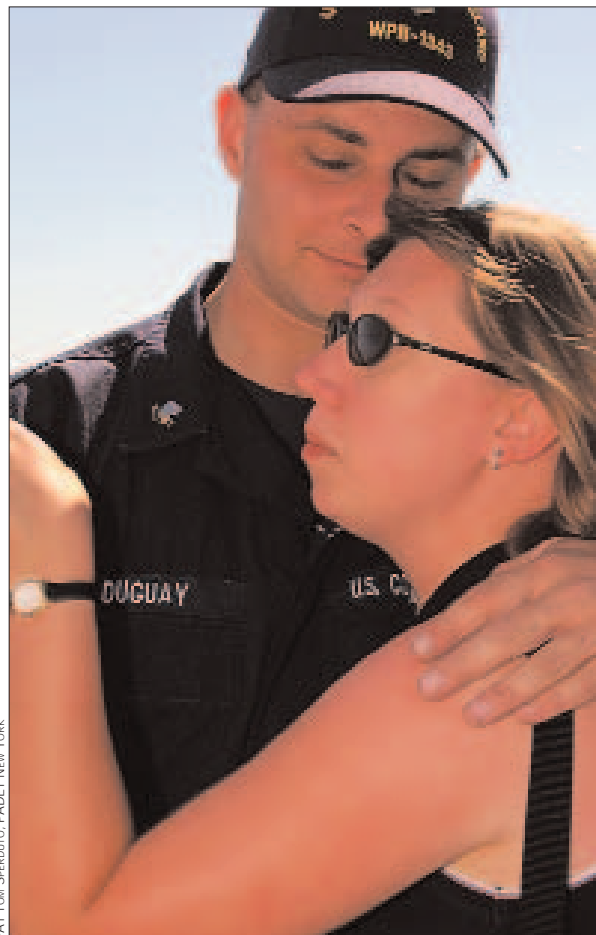
Story by PAC Liz Brannan, G-IPA

President George W. Bush declared that combat operations in Iraq ended May 1.

He said during the announcement on the USS Abraham Lincoln, "In this battle, we have fought for the cause of liberty and for the peace of the world. Our nation and our coalition are proud of this accomplishment — yet, it is you, the members of the United States military, who achieved it.

"Your courage, your willingness to face danger for your country and for each other, made this day possible. Because of you, our nation is more secure. Because of you, the tyrant has fallen, and Iraq is free."

As the words faded with that day's dusk and new days began, slowly our Coast Guard members deployed in support of Iraqi Freedom began to come home. For many friends and families anticipating the long-awaited return of their loved ones, the moment of welcoming their heroes home has come ...



PAT TOM SPERDUTO, PADET NEW YORK



PAC3 TIMOTHY PIKE, LANDREIA

HOLDING ON

Top: MK2 Ryan Duguay, of the CGC Bainbridge Island homeported in Highlands, N.J., holds his wife Lori after returning home July 1 from a nine-month deployment in the Mediterranean Sea in support of the war on terrorism.

WELCOME COMMITTEE

Bottom: Friends and family wait in anticipation as the CGC Dallas returns from its overseas efforts during the war with Iraq.

WRECK TAKI



WASHED UP BY THE SURF – A Coast Guard helicopter searches the surf for two missing people as two men investigate the charter fishing boat Taki Tooo on the beach in Garibaldi, Ore., Saturday, June 14, 2003. The fishing boat capsized with 19 people on board, killing at least nine.

Story and photos by AP

A large wave flipped over a charter fishing boat carrying 19 people off the northern Oregon coast June 14, killing nine, the Coast Guard said.

The 32-foot Taki Tooo capsized in 15-foot breaking surf as it sailed out of the bay past a 1,000-yard jetty shortly after 7 a.m., said QMC Paul Painter of Group Astoria.

“We went through a couple rough waves and turned north to try to get around a pretty large wave but then it crashed into the side,” said Tyler Bohnet of Canby, Ore. He was on a fishing trip with his father, Sigmund Bohnet, who died in the Saturday

morning accident off the Oregon coast.

Two men remained missing in the capsizing, but an ocean search was called off June 15 because they could not have survived so long in the 50-degree water.

Eight people, including Mark Hamlett of Portland and his sons Chris and Daniel, survived by swimming a few hundred yards toward land.

Hamlett told KOIN-TV of Portland that there were two 12- to 15-foot waves, followed by one that was at least 20 feet high. He said the captain “turned from the west to the north and was parallel to the wave, and I mean, I saw it coming. When we rolled, I did not expect to take

another breath,” said Hamlett.

The Coast Guard sent three helicopters and two lifeboats to the mouth of the bay, 60 miles west of Portland, to search for survivors, said Coast Guard Cmdr. Patrick Brennan of Group Astoria.

By midmorning, one body pulled from the water had been brought to the Tillamook Coast Guard station and eight others lay on the beach at Barview State Park just north of Tillamook Bay, Painter said. The wreckage of the boat washed ashore along the jetty.

The area, known as the Tillamook Bay Bar, is treacherous, with high waves and swirling currents, Painter said. An excursion boat capsized there last summer, but nobody was killed, he said.

Safety board official John Goglia said it would take time to determine the cause of the capsizing. He said

**“When we
rolled, I did
not expect to
take another
breath.”**

**- Mark Hamlett,
one of eight
survivors**

CK OF THE TOOO

that maintenance had been done on the boat's throttle several days before the accident, but it was unclear if that work played a role.

Goglia raised questions about the decision to send the small vessel out. Rough conditions had closed the northern Oregon harbor to recreational boats, but not to charter boats.

Three other charter fishing boats had left safely from the same area that Saturday morning, said Tillamook County sheriff's department Marine Deputy Paul Fournier.

Goglia told reporters the investigation will examine the condition of the ocean when the boat set out, as well as the boat itself and its equipment.

The Taki Tooo had been filled with fathers, sons and friends out for a Father's Day weekend fishing trip. It had just cleared a long, rocky jetty extending from the mouth of Tillamook Bay, an area known for high waves and swirling currents, when a wave broadsided it.

Barry Sundberg and his friends had gone on a fishing trip together every year for the last 10 years, said his wife, Marsha, of Cheney, Wash. He and Tim Albus of Madras remained missing.

The search for bodies continued along the beach, where federal investigators col-

lected the remaining soaked life jackets that had washed up from the wreck.

The investigators' most definite conclusion about the capsizing at the mouth of Tillamook Bay concerned the importance of life jackets. The boat's orange vests were worn by all eight survivors and none of those found dead.

Bohnet said most people on the deck were thrown off the boat when the wave hit.

"I was able to swim to a life raft that was floating but I kept getting knocked off it until I couldn't get on it again," he said. "Then I tried swimming to shore until I got to shallow enough water that some men came out and helped me."

BMCM Lars Kent said that after a witness reported seeing the boat capsize, people on the beach, including the pastor of a local church, helped pull some of the survivors from the water and help

them to shore.

The Taki Tooo was believed to have enough life jackets for all aboard, although passengers and crew are not required by law to wear them.

Kent said that although the boat was fully equipped with life vests, none of those found dead were wearing them. Some of those who survived were wearing the vests, including some who may have grabbed one after the boat flipped over and the devices were floating on the water, he added.



SEARCHING FOR SURVIVORS – A Coast Guard motorized lifeboat searches the water off the north jetty of Tillamook Bay, Ore., for two missing people June 15.



UNUSED PFD'S -

Coast Guard civilian marine safety officer Ken Lawrenswon carries several life vests from the beached charter fishing vessel, Taki Tooo, in Garibaldi, Ore., June 15.

WHAT A MESS

An oil spill isn't pretty, but when an estimated 98,000 gallons of viscous number six oil is released into the environmentally rich waters and sensitive coastline of Buzzards Bay, Mass., it's downright ugly, and the clean-up response becomes an effort to avert an ecological and economic disaster. The public fallout can be equally severe when million dollar homes dot the shoreline and the area is known as a prime tourist destination as is the case with Buzzards Bay.



CG joins unified command to respond to Buzzards Bay oil spill

Story by PA2 Matthew Belson, PADET New York

DAMAGE CONTROL A second Bouchard Barge tied alongside the Bouchard Barge No. 120, pumps oil product from the number two starboard hold April 29. The Bouchard Barge No.120 ran aground April 27. The resulting fracture of the number two starboard tank released an estimated 98,000 gallons of oil into Buzzards Bay.



PA2 MATTHEW BELSON, PADET NEW YORK

Coast Guard Marine Safety Office Providence, R.I., was first notified in the late afternoon, April 27, that Bouchard Transportation barge B. No. 120 carrying 4.1 million gallons of oil to Sandwich, Mass., was trailing a visible sheen. The barge had spilled what was estimated at that time by Bouchard to be 14,700 gallons of oil (as of early June the estimate was 98,000 gallons). The barge was ordered to an anchorage in the bay and ringed with containment boom.

Divers inspected the hull and discovered a 12-foot tear in the number two starboard holding tank, but no more oil was leaking. On April 28, a second barge was tied alongside to lighten the fuel from the tank and B. No. 120 was then moved to the ESCO terminal in Sandwich, Mass., to unload the remaining oil later in the week.

Bouchard, the responsible party, initiated a Coast Guard-approved Vessel Response Plan and contracted Marine Spill Response Corporation and Clean Harbors Environmental Services to minimize the environmental impact and organize clean-up operations. By the sixth day of the spill, more than 700 contracted workers were actively involved in shoreline clean-up operations.

A Unified Command was established that included the Coast Guard and dozens of other federal, state and local agencies such as the Massachusetts Department of Environmental Protection and the National Oceanic and Atmospheric Administration. An Incident

Command Post was located at Otis Air National Guard base on Cape Cod and Capt. Mary Landry, Coast Guard Captain of the Port of Providence, assumed the role of federal on-scene Commander.

Coast Guard helicopter overflights April 27 and the following morning revealed oil impacting part of Buzzards Bay's western shore. Private homeowners, fishermen and local community groups began complaining that oil was fouling their beaches. By the beginning of June, more than 53 miles of shoreline were impacted and many of the beaches were cleaned; some several times due to re-oiling.

"Number six oil is a problem, especially this type that was spilled because it doesn't go away quickly and is difficult to clean up," said Stephen Lehman, NOAA scientific support coordinator and the scientific advisor to Capt. Landry and the Unified Command. "On sandy beaches it's easy to pick-up, but it penetrates the beaches with large rocks."

The viscous oil coupled with choppy seas made initial attempts at skimming operations negligible with the collection of 3,500 gallons of oil. The Coast Guard Cutter Ida Lewis was deployed from Newport, R.I., but weather prevented the use of its Vessel of Opportunity Skimming System to help in the recovery efforts. Overflights of the bay during the week continued to spot oil slicks on the water and tumor-like globs of oil clumping on the surface. Some of these tar balls landed

Continued on page 25

Overflights of the bay during the

week continued to spot oil slicks

on the water and tumor-like globs

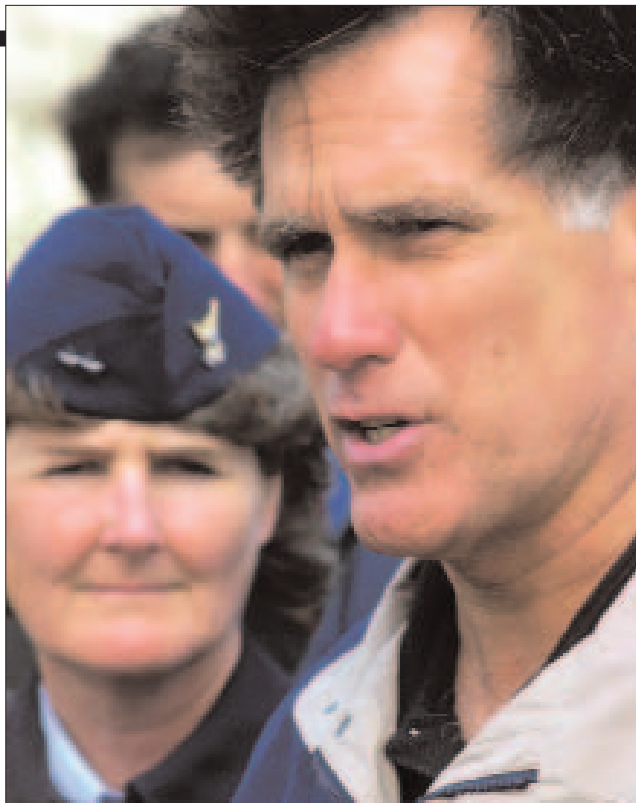
of oil clumping on the surface.

BOMBS AWAY! Drew Major, a fish and wildlife biologist for the US Fish and Wildlife Service, prepares a propane cannon before sending it out to Ram Island, Mass., May 4. A propane cannon, also known as a "boomer," is a noise deterrent used to scare birds away from an area. US Fish and Wildlife personnel hope to scare the endangered roseate terns, common terns, and oyster catchers from Ram Island until clean up crews can clean the heavy oil from the rocky shoreline.



SUPPORT FROM ABOVE *Right:* Governor Mitt Romney of Massachusetts speaks with members of the press while Rear Adm. Vivien Crea, 1st District Commander, looks on at Barney's Joy Point near South Dartmouth, Mass., May 2.

BATH TIME *Below:* A Cormorant covered in oil was rescued from the Buzzards Bay shoreline by a clean-up crew May 1. The bird was taken to a rehabilitation center created to clean oiled birds and wildlife.



PA3 ANDREW SHINN, 1ST DIST.



Even with the efforts of wildlife

rehabilitation volunteers,

more than 415 birds, including

several endangered species, died

after being covered in oil.



weeks later on Block Island, in Long Island Sound.

“The initial challenge with any spill response is to try and figure out where the oil is going, identify environmentally sensitive areas and protect them,” said Lehman.

Buzzards Bay is an important sanctuary for endangered bird species such as the piping plover and roseate terns. While many sensitive areas were proactively encircled with protection booms, several nesting beaches were impacted. State and federal wildlife officials employed the use of noise cannons to scare away the roseate terns to prevent them from landing on the oil covered beaches where clean-up crews worked.

Nevertheless, even with the efforts of wildlife rehabilitation volunteers, more than 415 birds, including several endangered species, died after being covered in oil.

Initially, the entire bay was closed to commercial shell fishing, but by June, 50 percent of the bay was reopened by the Commonwealth of Massachusetts Division of Marine Fisheries.

#####

Walking along the shoreline looking for black viscous puddles or penny sized tar balls may seem like an insignificant method of helping to contain an oil spill, but it establishes where the oil has made landfall, and is key to enabling response crews to get to the impacted areas.

“Our job is to scout the beaches to determine if there is oil there, how much and to describe the consistency of the beach such as if it’s rocky or sandy,” said Coast Guard Atlantic Strike Team member, MST3 Bryan Nystrom. Nystrom spent several days looking for oil as a member of one of several Shoreline Clean-Up and Assessment Teams comprised of representatives from agencies such as the Massachusetts Department of Environmental Protection, Mass. State Fisheries, as well as environmental consultants hired by the responsible party.

Strike Team members are trained to respond to a variety of hazardous materials spills, including weapons of mass destruction. The most important pieces of equipment Nystrom and the other SCAT members used were a sturdy set of hiking shoes, a rain jacket, colored flags to mark soiled areas and a cell phone to call the ICP and give the exact coordinates of the impacted beach using GPS technology.

“That’s the thing with the Strike Teams is that we spend more time inland and on the coast than we do on the water,” said Nystrom.

“These teams go out with trained sets of eyes and ears and can tell exactly what areas have been affected and what the environmental factors are,” said Joseph Ledbetter, operations section chief for the Unified Command. “The flow of information is constant, but the SCATs observations allow me to deploy the necessary resources to areas and clean-up the oil before it can be re-floated.”

Besides monitoring the pollution response, the Coast Guard also opened a marine casualty and marine investigation into the cause of the spill.

“We are continuing to gather evidence as part of the investigation,” said Lt. Joshua Pennington, senior investigating officer from Marine Safety Office Providence. “When you look into an accident there is often a lot more beneath the surface.”


Coast Guard officials will also investigate the revised estimate by Bouchard of the amount of oil that was spilled into Buzzards Bay. The estimate significantly rose from 14,700 to 98,000 gallons.

“The revision was disappointing, but it did not affect our response to the spill,” said Lt. Pennington, who added that the Unified Command was treating the spill as if the entire cargo of 4.1 million gallons of oil were at risk. “The revision added more clarity to what we were doing.”

In a statement to the media on May 20, Capt. Landry explained, “When we got the call, we threw everything we could at it — anticipating the worst.”

However, Lehman, a veteran of many oil spills, is not surprised by the revision.

“I’ve never been to an oil spill where there has not been a revised estimate,” he said. “We don’t think in terms of how much oil is out there, just that you’re going where there is oil.”

By early June, clean-up workers directed by the Unified Command (which was relocated to the Massachusetts Maritime Academy) have recovered 5,543 cubic yards of oily waste equal to more than a dozen tractor-trailers. On water skimming operations have netted 3,500 gallons of oil and more than 8,500 feet of containment boom and 100,000 feet of snare boom have been deployed. So far \$23 million has been spent on the spill response and clean-up efforts. 

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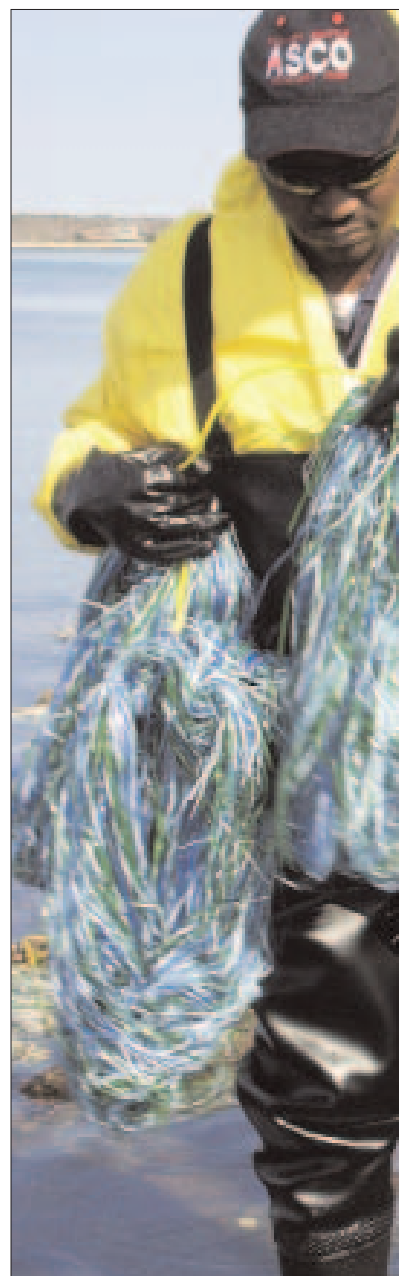
dozen tractor-trailers.

SQUEAKY CLEAN

Below: MST3 Bryan Nystrom, from the Atlantic Strike Team, inspects a snare/absorbent boom placed across an inlet to absorb any spilled oil in Buzzards Bay May 1.

BOOM TOWN

Right: Clean Harbors work crews deploy fresh snare boom around Ram Island, a nesting area for the endangered roseate tern May 4.



PAZ MATTHEW BELSON, PADET NEW YORK



PA2 MATTHEW BELSON, PADET, NEW YORK

EYE IN THE SKY

Steve Lehmann, scientific support coordinator from the National Oceanic and Atmospheric Administration, surveys the shoreline April 29 aboard an HH-60 rescue helicopter from Air Station Cape Cod to look for any impact from the estimated 98,000 gallons of oil released into Buzzards Bay.



PA2 AVY THOMAS, 1st DIST



BY CAITLIN – AGE 10

I know that the Coast Guard guards the coast. They protect endangered animals and save people in danger. They also make sure signs are well put in and correct so ships know where to go. They search boats to make sure everyone is safe with lifejackets, and they give people tickets. It sounds fun. Lastly, they catch smugglers smuggling by ship and pick up oil spills so animals and people don't get hurt.

S T U V W X Y Z 1 2 3 4 5 6 7 8 9

Kid

Talk

Fourth grade students in one Virginia school give their take on the Coast Guard, what the service means to them, and what they would want to do if they were in the Coast Guard.

Story by PA2 Joe Patton, G-IPA

A B C D E F G H I J K L M N O P Q R

The members of Laura Johnson's fourth grade class at Stratford Landing Elementary School in Alexandria, Va., were given an assignment — to write down what they had learned about the Coast Guard during a recent Coast Guard visit to their school and what they would want to do if they were in the Service.

Some previously knew nothing about the Coast Guard. Others had vaguely heard of the Service — one child excitingly remarked that being a Coast Guardsman was cool because they could chase bad guys.

The following pages contain examples of these students' writings. What you will find is that this fourth grade class sounds like a bunch of potential recruiters or maybe recruits.

BY DREW — AGE 10

The Coast Guard is very important to protecting the lives of citizens. They are also important in keeping drug smugglers out of the country. If I were in the Coast Guard, I would keep bad people from smuggling stuff into America.

BY ARIEL — AGE 10

The Coast Guard is very cool. You get to break ice and save people. It's a dangerous job, but if you think about it, they are saving thousands of people. They clean up oil spills and patrol the water. They are basically police men of the water. I don't know about you, but I would want to join the Coast Guard. I would probably want to be breaking ice, stopping smugglers, or saving people when their boat went down.

BY MADELINE – AGE 10

If I was in the Coast Guard, I would try to do as many things as possible. That includes doing sea rescues of drowning people or shipwrecks, patrolling the seas, destroying smuggling operations, and much more. If I was in the Coast Guard, my favorite thing would be seeing people's faces when loved ones thought to be dead came home.

BY IAN – AGE 10

The Coast Guard has many hard and cool jobs.

One job is as sea police. When you are on a mission like this, you can stop smugglers from bringing drugs or weapons into the U.S.A. This is very important because terrorists could use the weapons to terrorize people. Another job could be a rescue mission. If you are on a rescue mission, you have to save people when a boat crashes, people fall off a boat, or a plane crashes in the water.

BY SARA — AGE 10

The Coast Guard is a military organization that does a lot of things. For instance — they save people when they are lost at sea. They also protect endangered species. Another thing the Coast Guard is entitled to do is protect the public's safety. They do this by making sure no illegal drugs come into the United States of America.

If I were in the Coast Guard, I would want to save the lost at sea. Why I would want to do this is because I like having the feeling that I helped someone. Even if I died, I would know I died trying.

BY ELIZABETH — AGE 9

I think that the Coast Guard people are very brave. I wonder how it would feel to make the decision to risk your life to save someone else's; from plunging into icy water to breaking the ice for boats. It has to be something you are truly devoted to.

BY AARON – AGE 10

What I like about the Coast Guard is that you get to rescue people and you get free stuff, like food. The Coast Guard is very important, and in the Coast Guard, you get to work with different kinds of people.

If I were in the Coast Guard today, I would want to be in any kind of category that you get to work with big ships and helicopters. I also know that there are different kinds of ranks such as petty officer. In con-

BY EVAN – AGE 9

The Coast Guard saves the lives of innocent people. They stop people from bringing drugs to the United States and keep signs in the sea right so boats don't crash. If I was in the Coast Guard, I would want to save lives out in the ocean. I think it's very brave of the Coast Guard to do all the things they do for the U.S.A. I don't know how yet, but I think that we should appreciate them in some special way. And if you have an idea, I strongly encourage you to do it.

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The suits are a bit intimidating. From the outside, they look like the suits worn by the evil scientists who came to steal ET away from Elliot. From the inside, well, remember when you were a kid and your mom told you never to stick your head in a plastic bag? These suits are plastic bags. Very, very serious plastic bags. They're made of high tech materials like Teflon, neoprene, and aluminized fiberglass with thermally bonded seams and gas tight zippers. It takes two people to get into one and a whole decontamina-

tion line of people to get out of one. Once you're in, they zip it up and seal the zipper with, what else, duct tape. Now you are completely dependent on the air coming from the SCBA tank hitched to your back. Of course, if that failed you could always just unzip yourself, assuming you could find the zipper with your limited visibility, and figure out how to work it while wearing three pairs of heavy rubber gloves. But before you take that deep breath of air, consider why you were wearing this Glad bag from hell in



the first place; you're in a Hot Zone, and there's most likely something in the air outside waiting to kill you.

It's called Level A protection, and it's just one of the tools the Coast Guard's National Strike Force has been using to keep the nastiest industrial chemicals in the world off of and out of their bodies since 1973.

The three National Strike Force Strike Teams, located on the East, West and Gulf coasts, are comprised of 120 of the most highly-trained Hazardous Materials responders in the world. Clearly, they have not been listening to their mothers' sound advice about plastic bags, playing with germs and handling poisonous chemicals. And although their mothers are

probably not going to like it, the teams are kicking things up a notch.

The NSF now is being called upon to adapt the HAZMAT response equipment, skills and techniques it's developed over the past quarter century to respond to the burgeoning threat of chemical, biological and radiological weapons.

But where can a Coast Guard NSF Strike Team go to learn about weapons of mass destruction? Enter the U.S. Army Chemical School at Fort Leonard Wood, Mo. and Lt. Cmdr. Dennis Branson, the Coast Guard liaison officer at the school. Branson's been working closely with the Army and Strike Teams for

the past two years to develop the National Strike Force Weapons of Mass Destruction Technician Course, a weeklong course now required for all Strike Team personnel. "Fort Leonard Wood has all the resources and training expertise to do quality, cost-effective training for all the NSF's Weapons of Mass Destruction, HAZMAT and anti-terrorism needs," Branson said. "The course gives them the minimum tools needed to operate in a WMD environment. Getting standardized WMD training for all the teams is a big success story for the NSF."

The five-day course includes both classroom lectures and hands-on training where team members study the medical effects of weaponized and industrial chemicals, biological warfare agents and nuclear weapons, emergency decontamination, initial entry tactics and how to detect and avoid secondary devices, i.e., booby

traps. The course also provides an opportunity for team members to use a variety of equipment, including Level A HAZMAT suits and a variety of CBR detection equipment.

The final day of this course included a field exercise. "We give them a real-life situation they might be confronted with," said PSCM John Stafford, one of the course designers and trainers. During the field exercise, the teams quickly divided into an initial entry team, a back-up/rescue team, a decontamination line and a command post. Next

Story and photos by PA1 Eric Hedaa, NSFCC



ENTER AT YOUR OWN RISK

MK2 James Kruk, part of the Gulf Strike Team, leads an initial entry team backed up by MK2 Gustavo Sierra, of the Atlantic Strike Team. They are using a BPD 2000 chemical detector to determine the presence of dangerous chemicals in the National Strike Force Weapons of Mass Destruction Technician Course's Field Exercise March 11 at Fort Leonard Wood, Mo.


they set up communications, dressed in Level A protection gear and entered a building suspected to contain CBR weapons. Inside, the three-man initial entry team found and took samples from a number of simulated chemical and biological weapons.

Throughout the exercise, the teams ran through a gauntlet of real (though harmless) booby traps set up by Dan Arden, an ex-special forces soldier with the Army and the deputy director of Ft. Leonard Wood's WMD response training.

"Secondary devices are a real problem for first responders, especially in recent years," Arden said. "This is a game of experience, and if you live long enough, you get the experience. We overdo it here to get their attention because booby traps have been used, and they're being used even more."

After taking samples, the teams moved out of the building to a decontamination line where other team members practiced decontaminating and removing the initial entry team's suits. After a long,

tough week, the only thing left to do was simulate the phone calls back home to mom saying I made it out of the hot zone.

"A lot of work went into developing this final pilot course," said Branson. "The Army gets to train a front-line response organization like the Coast Guard, and we get to learn from the people who have been doing it the longest. I know we're on the right course to developing the best WMD training in the country." 



RESPONDING TO WEAPONS OF MASS DESTRUCTION

HS1 Ken Heilig is a health services technician at Group San Francisco and one of the Coast Guard's most knowledgeable chemical, biological and radiological weapons emergency medical responders. He's been through a number of courses at the Army Chemical School in Fort Leonard Wood, Mo., and is now working with Lt. Cmdr. Dennis Branson, the Coast Guard's liaison officer at Fort Leonard Wood, in developing and instructing the National Strike Force Weapons of Mass Destruction Technician Course.

Heilig learned how to respond to CBR weapons the hard way at the Army's Installation Emergency Responder Trainer Course, where he was dressed in the Army's version of Level A response gear and sent into a room with live VX nerve gas. "Oh, was I scared," Heilig said. "It's the most scared I've ever been in my life. You've got a live agent in there that does nasty things medically. This nerve agent could kill you, most definitely. If it can kill a cockroach, it can kill you, in fact, you'll kind of look like a dying cockroach if the suit's not working."

During the latest Coast Guard course at the Army Chemical School in Fort Leonard Wood in March, Heilig instructed strike team members on the medical effects of exposure to CBR weapons, emergency decontamination and acted as a safety observer.

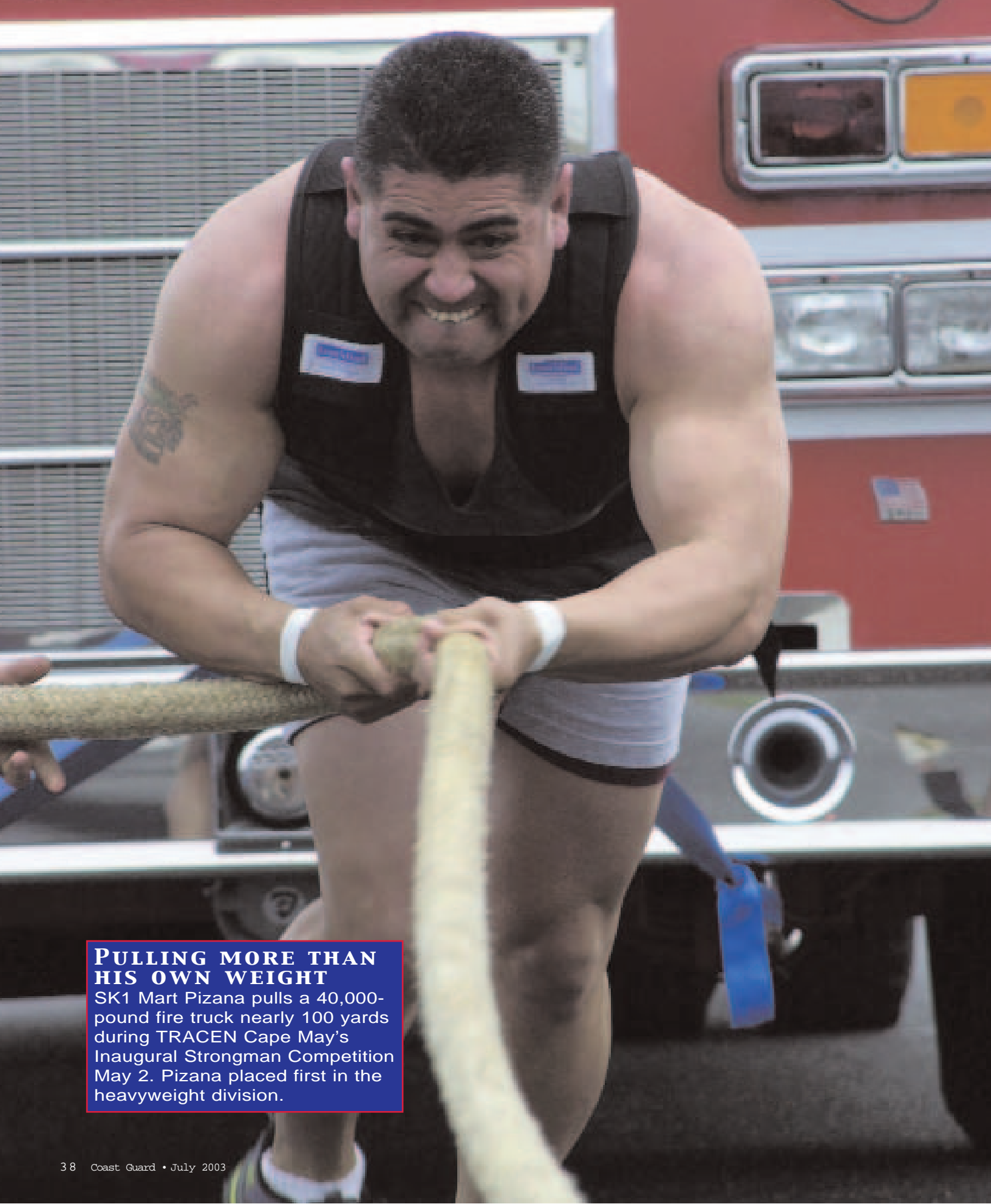
"CBR is an up and coming challenge the Coast Guard is facing, especially the medical side," said Heilig. "There's a really positive synergy between the Department of Defense's knowledge of Weapons of mass destruction and the Coast Guard's practical experience in dealing with the public during HAZMAT situations."



SMOKIN!

BM2 Peter Knorr, with the Atlantic Strike Team, pops the amulet containing the heating element of a M256A1 Chemical Detection Kit, while MST3 Bryan Nystrom, a member of the AST, observes.

RESCUE 5971



PULLING MORE THAN HIS OWN WEIGHT

SK1 Mart Pizana pulls a 40,000-pound fire truck nearly 100 yards during TRACEN Cape May's Inaugural Strongman Competition May 2. Pizana placed first in the heavyweight division.

EXTREME

STRENGTH SHOWDOWN

Story and Photos by Bill Barry, PA2 / PADET Atlantic City

Training Center Cape May held its inaugural strongman contest May 2, and nearly 20 athletes rose to the challenge, pulling fire trucks, heaving sand bags, and pulling anchor chain across the pavement and into the early evening.

Ensign Jason Appleberry, a strongman himself, organized the event with the help of MWR.

"I've competed in a few contests myself," said Appleberry, "including Hawaii's Strongest Man, the Metroplex Strength Challenge, and North Carolina's Strongest Man. I love the competitions, and I knew of quite a few 'gym rats' here who really wanted to give it a try. After talking to them and our MWR folks, I figured, with some planning, we could put on a great show for everyone."

With four divisions, female, lightweight male (less than 175 pounds), middleweight male (175-219 pounds), and heavyweight male (220 pounds or more), the "show" drew a diverse group of players, and the script unfolded in dramatic

fashion.

"We have some very strong competitors here, but I was impressed beyond expectation," said Appleberry. "And, each and every competitor gave 100 percent. No one gave up on any of the events."

"...every-one loves to brag that they pulled a fire truck."

— Ensign Jason Appleberry

The athletes started off their 100 percent efforts with an event called the Farmer's Walk, Appleberry's personal favorite and a standard at all strongman contests.

"It's a great combination of grip strength, speed, and coordination, and seeing our two heavyweight monsters of muscle, ETCS Homoki and SK1 Pizana, go head-to-head in that event was a real highlight," said Appleberry. "These two have been training so hard for this contest, and, though good friends, are fierce competitors."

"The truck pull is also a standard," said Appleberry, "and everyone loves to brag that they pulled a fire truck."

"For a nautical theme, the sea bag lift and buoy chain



GET A GRIP

HS2 Fred Sanchez heaves a sea bag full of sand during the medley portion of the competition.

drag medley was a great final event, and is a tremendous test of overall strength and lung-busting endurance,” he added.

Though these events are not standard gym workouts, many of the competitors took the opportunity to prepare ahead of time. “All of the competitors are great strength athletes, and have been spending plenty of time in the gym,” said Appleberry. “We held several training sessions starting a few months before the contest to let everyone get used to these new events. Those who spent extra time training for these unique events had a definite advantage.”

And, now that the athletes know that, Appleberry believes the next contest will produce even more impressive results. “I may be able to add a few other

events, like the super yoke, Hercules hold, or the tire flip. Almost all the competitors want to do it again, and some of the females want the events to be even tougher next time.”

For many of the competitors, the Extreme Strength Showdown was their first look at strength sports competition, but Appleberry believes it had a significant impact.

“All the competitors had a great, but grueling, time,” said Appleberry. “This was a lot of fun for the spectators too. We had family members who came to see their moms and dads compete. There were also quite a few wide-eyed disbelievers who thought we were all crazy. Everyone involved got a good taste of what a strongman/strongwoman contest is all about.”



THE LONG HAUL

HS3 Benjamin Bellucci powers through the Farmer's Walk event. Bellucci, who placed third in the heavyweight division, said, “I will compete again next year, and liked it so much I am going to be in another one at the end of the month.”



THE FINISH LINE

HSCM Kent Cook dives to the finish of the fire truck pull. “When we overcome almost immovable obstacles, and test our mental and physical strengths at their absolute limit, especially our pain threshold, it can’t help but affect all the other areas of our life in a positive way. Other things just seem a bit easier after pulling a fire truck, hoisting a 220-pound sandbag or dragging 700 pounds of anchor chain,” he said.

FARMER’S WALK

ETCS Kurt Homoki (right) and SK1 Mart Pizana go head-to-head in the “Farmer’s Walk” event. “These two have been training so hard for this contest, and, though good friends, are fierce competitors,” said Ensign Jason Appleberry, the event coordinator. At the end of the day, they finished 1-2, with Pizana winning the heavyweight division.



DOD child care centers now available to Coast Guard members

The Department of Defense and the Coast Guard have entered into a Memorandum of Agreement.

This MOA establishes that active duty Coast Guard members shall be eligible patrons of DOD child development centers on installations and Defense Agency sites, and that DOD active duty military members and DOD civilian personnel shall be eligible patrons of Coast Guard CDCs as further described below.

This MOA also establishes a process for ensuring that child care subsidy expenses incurred in CDCs are reimbursed to the Coast Guard and DOD for dependents using their respective CDCs.

The purpose of the DOD child development program is to assist DOD military and civilian personnel in balancing competing demands of family life and the accomplishment of the DOD mission.

Coast Guard child development

programs operate under Title 14, Part I, Chapter 13, Section 515, United States Code. Ensuring availability of adequate child care pro-



notes military readiness within the Coast Guard and other armed forces.

Coast Guard active duty members shall be added to the list of eligible patrons for DOD CDC's on an equal basis with personnel of the other

armed forces. DOD military and civilian personnel shall be eligible for patronage at Coast Guard CDCs after Coast Guard personnel are accommodated. DOD active duty military members shall have priority over DOD civilians and other federal civilian employees.

Coast Guard and DOD CDC program managers will conduct an annual census on 15 January each year to determine the number of DOD dependents in Coast Guard CDCs and the number of Coast Guard dependents in DOD CDCs.

This MOA becomes effective upon the signature of the authorized officials of the representative parties. It shall remain in effect until terminated by mutual agreement or 60 days advance notice by either party.

For more information, please contact 202-267-6160.

G-WKW

chuckles



WHEN "GOOD PETTY OFFICER'S" MOTHERS BRAG.

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.

Old 8x10



A flight of fantasy

U.S. Coast Guard airship 8301 patrols the skies over San Francisco in this photo illustration from the early 1980's.

As early as the 1970's, the Coast Guard and Navy had been investigating lighter-than-air vehicles, also known as blimps, as potentially cost-effective and efficient alternatives to existing aircraft.

The project culminated in the lease of an airship from the United Kingdom-based Airship Industries Ltd. in 1983. The blimp, designated SKS-500, was built in the United Kingdom, and assembled in Toronto before flying to Maryland for Coast Guard testing.

It was 164 feet in length and had many state-of-the-art features to give an idea of how a larger airship would be able to handle missions such as

search-and-rescue, water pollution detection and law enforcement.

Although the SKS-500 was never used operationally, it showed that the LTA concept was a capable and promising one for Coast Guard missions. Based on its performance, the Coast Guard planned on building a larger operational airship, as shown above.

By 1985, however, the Navy's LTA research program far overshadowed the Coast Guard's and the program was all but cancelled. The Coast Guard limited its participation in the program to monitoring the Navy's progress.

No other LTA Coast Guard vessels were ever constructed.

Story and photo courtesy of Coast Guard Historian

Small Stuff

MILITARY WIDOWS SHORT-CHANGED ON SURVIVOR BENEFITS

- Many military widows who reach age 62 are in for a big surprise that can affect the rest of their lives. Most will receive one-third fewer dollars than they expected from a government benefit program that their spouses paid for.

For most military survivors, the age-62 benefit drops to 35 percent of retired pay, although those whose spouses retired in the 1970s or earlier may see less of a decline.

In an effort to accommodate such cost concerns, Military Officers Association of America and other associations are pushing a plan to

ramp up the benefit over five years.

They also hope to ease the cost by opening the benefit program to retirees not already enrolled. This would mean new program enrollees would then be paying premiums to the government, which would reduce outlays for retired pay.

Military Officers Assoc. of America

VA COPAY REFUND - In a recent settlement with the Department of Veterans Affairs and insurance industry groups, Hartford and USAA paid VA approximately \$11.1 million. The settlement involves payments for care provided by VA to insured veterans with Medicare or Tricare supple-

mental coverage from Jan. 1, 1995 through Dec. 31, 2001.

Veterans insured by Hartford or USAA who paid VA copayments for VA medical care they received from Jan. 1, 1995 through Dec. 31, 2001 may ask VA for a refund of their copayments on a first-come, first-served basis. All requests for refunds must be postmarked by April 1, 2004. VA will notify by mail those veterans who may be eligible for refunds according to records on file. Other veterans who believe they may be eligible for a refund may call 1-866-258-2772 between 8 a.m. and 8 p.m., EST, Monday through Friday. Veterans Association

Get off the ground with Coast Guard aviation!

What is the Airman Program? The Airman Program is a one-of-a-kind, two-tiered, four-month training process. It prepares the member for residential training in Elizabeth City, N.C. All three aviation rates, Aviation Maintenance Technician, Avionics Technician, and Aviation Survival Technician, are required to complete this training.

The first tier is to expose the candidate to the day-to-day activities of an air station. It will also show the candidate the particular rate he/she has selected. Upon arrival to the air station, candidates will be given an airman syllabus and a rated instructor to mentor them along with this training.

The contents of the syllabus are the very basics of aviation, administrative duties, aircraft maintenance and general aviation. Candidates will also be required to complete a swim test, which consists of a 75-yard swim and treading water for two minutes, (IAW COMDTINST 3710.1 SERIES). This is a prerequisite for the "Dunker" training.

For the AST candidates, they should already be in top physical condition and be exceptionally strong swimmers before their airman training even begins.

All AST airman candidates must pass the screen test,

(ALCOAST 201731Z MAY 03), prior to entry into the AST airman program. The candidate, upon successful completion of the screening, will then be introduced into the airman syllabus and begin a regimented physical fitness and strengthening curriculum along with targeting a higher swimming endurance. In essence, the AST's at the air stations hone candidates' conditioning and swimming techniques to prepare them for the rigors of A-School. The instructors do not teach them to swim; they must know how before they arrive.

The application process has three steps. The very first item is to ensure the ASVAB/AFQT scores are high enough. This can be verified through the Education Services Officer. The second item is to complete a Coast Guard flight physical. This must be done prior to receiving orders into the program. If a waiver is required, it must be approved by CGPC-EPM. The last item is a security clearance.

All aviation ratings must hold a Secret clearance. Keep track of the documents that you send to Headquarters.

If you have questions, ask your supervisors or please contact YN3 Luke Maleski, (202) 267-2899.

CWO2 Scott Bergeron, CGPC-EPM-2





Greetings from Station Duluth

Founded in 1894 and located at the western-most point of Lake Superior, Station Duluth encompasses the building and grounds that were formally Group Duluth, and is host command to ANT Duluth, ESD Duluth, and the CGC Sundew. Station Duluth is located on Park Point, a sandy, barrier island that protects Duluth Harbor from the ravages of western Lake Superior. SARDET North Superior, located in Grand Marais, Minn., is also the responsibility of Station Duluth and is manned during the summer months to patrol and protect the Lake Superior sport fishermen, and the northern border between the United States and Canada.

Lake Superior has been called the “forgotten ocean” of the Coast Guard. It is not uncommon for the lake to go from glassy-calm to 15-20 foot seas in as little as 24 hours. As anyone who has worked on the lake can tell you, the seas of this lake differ from ocean seas, and are a challenge for any seasoned boat driver. When the infamous Gales of November are at their worst, a 15-foot wave on Lake Superior is in fact, a 15-foot wind chop. For this reason, Station Duluth operates and maintains a fleet of boats, including a 47-foot motor lifeboat and 25-foot SAFE boat, as well as a standard 21-foot rigid-hull inflatable and a 14-foot ice skiff.

Last year, the crew of Station Duluth and SARDET North Superior worked 99 SAR cases, and conducted 481 law enforcement boardings in and around Duluth Harbor and the north shore of Lake Superior.

Although these numbers may seem low relative to the Coast Guard as a whole, the traditional boating season at Station Duluth runs for only 4 months, from mid-March thru mid-September. During the winter months, Station Duluth also maintains an ice rescue responsibility.

The Twin Ports area (Duluth, Minn., and Superior, Wis.) has a population of approximately 100,000 and has all the luxuries of any other city of its size. There are five colleges and two major medical facilities located in the Twin Ports. Duluth International airport has regular service to and from Minneapolis/St. Paul and Chicago, and boasts the longest runway in the state. The Duluth Entertainment and Convention Center hosts many concerts and events and is the home ice for the University of Minnesota Duluth Bulldogs men’s and women’s hockey teams.

Summer and winter recreational opportunities abound in the area. Spirit Mountain, located in the city limits of Duluth, offers downhill skiing and is a tour stop for the Snow-Cross snowmobile racing circuit. In the summer months, Spirit Mountain offers downhill mountain biking. The outdoor sportsman can enjoy an endless number of lakes and streams for fishing, and over 3 million acres of hunting land in the Superior National Forest alone. For the golfer, the area holds more than 20 public courses to challenge every experience level.

Story and photo by BM1 Jeff Lucas

Housing

There is no on-base housing. Average rent in the area runs about \$600-\$700 per month for a two-bedroom apartment.

Facilities

Minnesota Air National Guard base at Duluth International airport has a small exchange, but no commissary. Duluth/Superior has two major medical facilities that provide service to northeast Minnesota and northwest Wisconsin. Military health services in the Duluth/Superior area are provided through civilian contract using Prime Remote.

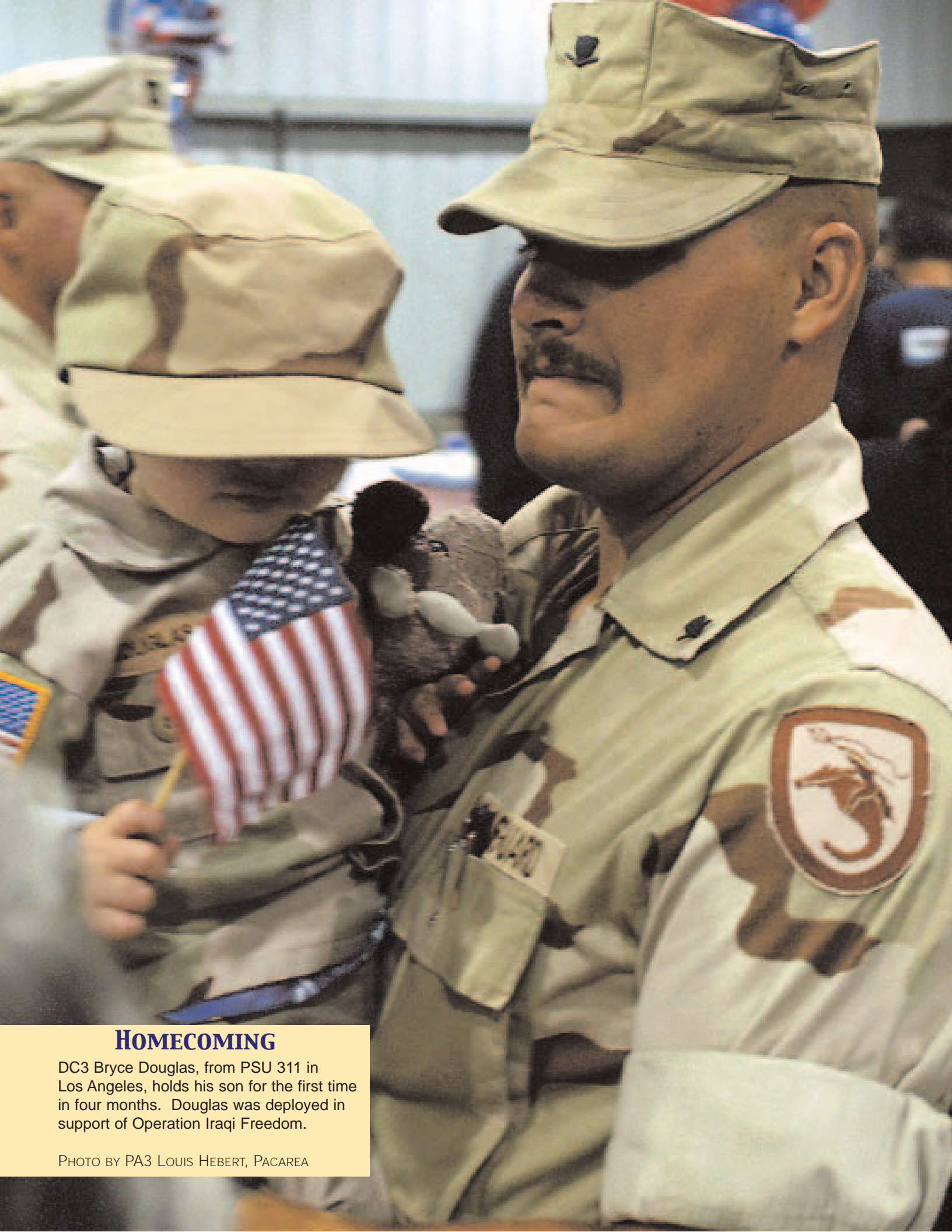
Education

There are five universities and colleges in the Duluth/Superior area.

Weather

Winter temperatures range from mid 30s to the mid 20s. In the summer, temperatures range from the 80s to the mid 90s.

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



HOMECOMING

DC3 Bryce Douglas, from PSU 311 in Los Angeles, holds his son for the first time in four months. Douglas was deployed in support of Operation Iraqi Freedom.

PHOTO BY PA3 LOUIS HEBERT, PACAREA