

Coast Guard

Guard

Shield of Freedom



June
2004

To the Rescue

**Coast Guard crews save
hundreds of Haitian migrants
as part of Operation Able Sentry**

Able Sentry



WWII Heroes



Big Brother

Heroes

The world's best Coast Guard

CMDR. STEWART GRAHAM

Cmdr. Stewart Graham was a Coast Guard aviation pioneer. He was instrumental, along with another Coast Guard aviation pioneer, Capt. Frank Erickson, in developing the helicopter into the multi-functional aircraft that it is today.

During his Coast Guard career, Graham established a number of aviation firsts, set many international records, and flew on a number of historic search and rescue missions.

Graham's Coast Guard aviation career began with seaplanes and amphibians on war-time anti-submarine patrols. Upon witnessing a helicopter demonstration by rotary-wing pioneer Dr. Igor Sikorsky, Graham was awestruck with the new machine and captivated by its possibilities. He

quickly requested training in the new aircraft, and graduated from helicopter flight training in October 1943, soloing after only three and a half hours of instruction.

Graham went right to work, completing the first helicopter flight in history from a ship while in convoy in 1944 in order to evaluate the feasibility of utilizing helicopters aboard merchant ships for anti-submarine patrols around the convoy.

In 1946, Graham flew the helicopter used during the successful testing of a special "dipping" sonar, a device that is still in use today by Navy anti-submarine warfare helicopter squadrons.

Using helicopters and other aircraft later in 1946, Graham and other Coast Guardsmen rescued 18 survivors of a crashed airliner. The rescue demonstrated the usefulness of the new helicopters for saving lives in remote locations.

In 1949, Graham set a long distance and speed record for helicopters when he ferried Sikorsky HO3S-1G on an unescorted transcontinental flight in 10 days. The flight set the record as the longest unescorted helicopter flight in history.

The Coast Guard's role in the development of the helicopter has often been overlooked, and so have the men who risked their careers, not to mention their lives, in testing and developing this dangerous new technology.

But they prevailed and today the helicopter is irreplaceable to the Coast Guard, as well as to the world, and these aviation pioneers are beginning to receive the recognition they so richly deserve.

On May 6, Graham was inducted into the Naval Aviation Museum's Hall of Fame, joining his former flight instructor and commanding officer, Capt. Erickson in the pantheon of recognized naval aviation heroes.

Story and image courtesy of the Historian's Office



Coast Guard

U.S. Department of Homeland Security



June 2004



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ON THE COVER

A small boat crew from the CGC Forward approaches a 50-foot Haitian sail freighter overloaded with nearly 400 people.

Photo by
PA3 Donnie Brzuska,
LantArea

HANGING AROUND A rescue swimmer from Air Station Savannah is pulled back up to an HH-65 Dolphin helicopter.

Photo by PAC Scott Carr, PADET Jacksonville



Homeland
Security

UP FRONT

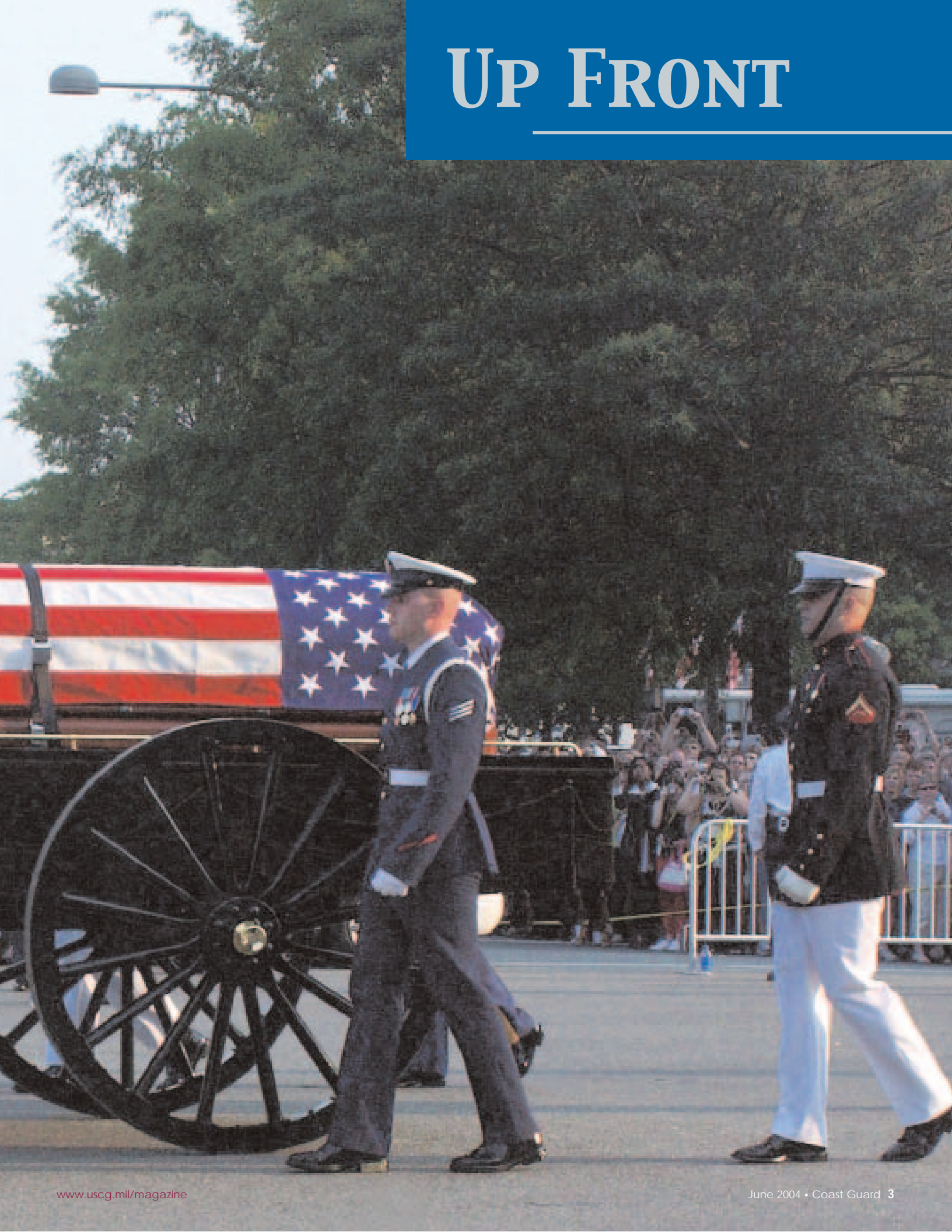
RENDERING OF HONORS

The caisson carrying the remains of former President Ronald Reagan passes in a funeral procession to the U.S. Capitol in Washington June 9.

Photo by PA2 Joe Patton, G-IPA-1



UP FRONT





UP FRONT

WITH FIRE IN HIS EYES

BM3 Anthony Sesa from Station New York gets relief from a fan after being sprayed with OC pepper spray during law enforcement training April 22.

Photo by PA1 Tom Sperduto, PADET New York



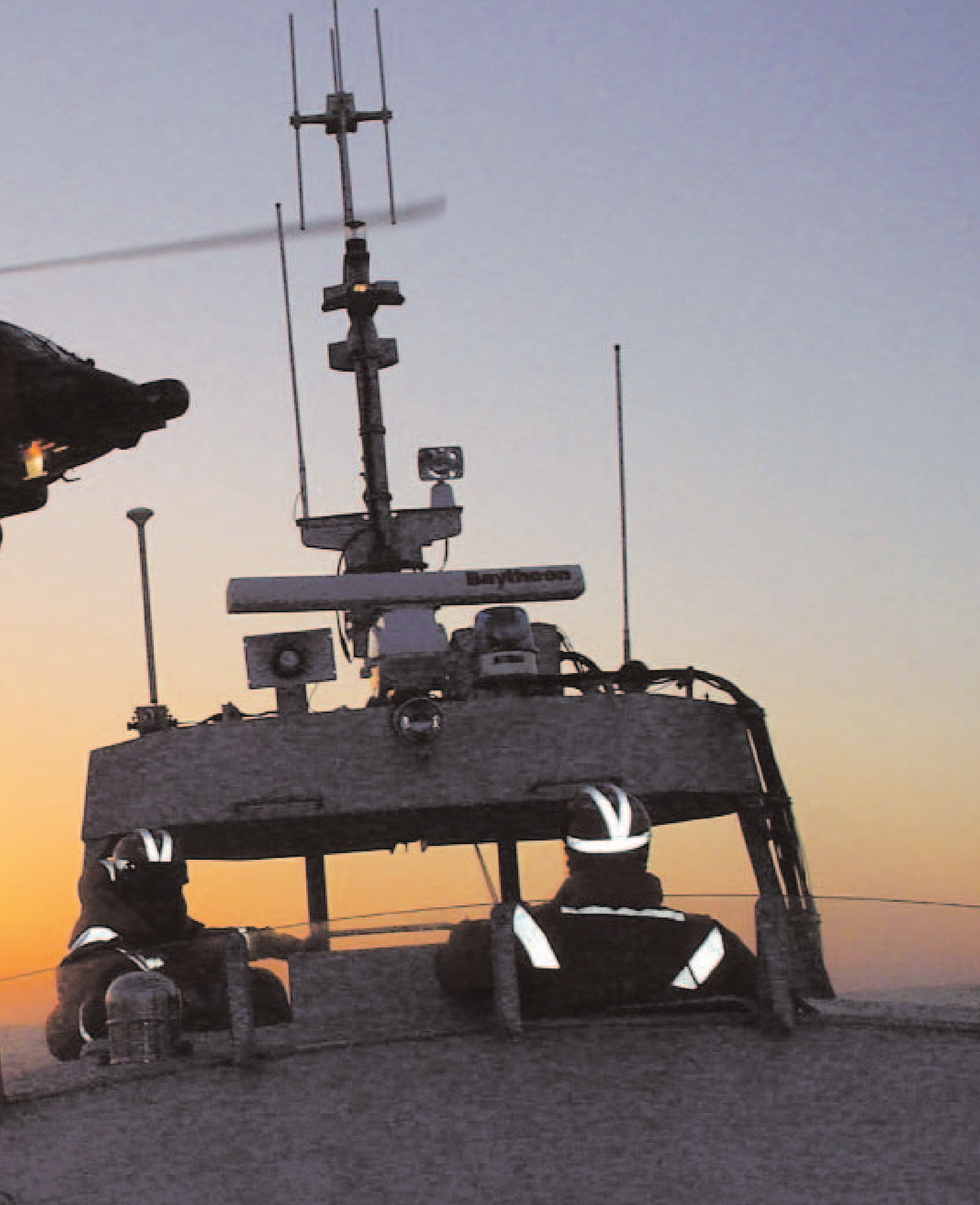


UP FRONT

BY AIR AND BY SEA

A Coast Guard Jayhawk helicopter conducts operations with a patrol boat off the coast of Nags Head and Cape Hatteras, N.C., April 22.

Photo by BM3 Justin Schnute, Station Oregon Inlet

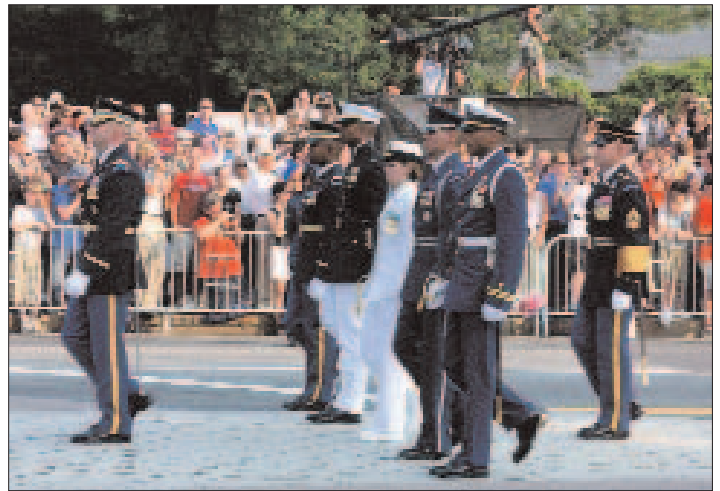


AMERICA SAYS FAREWELL TO RONALD REAGAN

Armed Services honor 40th president



A Coast Guard Honor Guard member stands over President Ronald Reagan's casket in the U.S. Capitol Rotunda as visitors pass at a public viewing June 10.



Members from all five branches of the military march down Constitution Avenue ahead of the caisson carrying the remains of former president Ronald Reagan during the funeral procession to the U.S. Capitol in Washington.

and media relations staff.

Nearly 400 Coast Guard active duty, Reserve, cadet and recruit personnel supported funeral activities inside and outside the National Capitol Region. Coast Guard units participating included: Washington D.C. Headquarters, Telecommunications and Information Systems Command, Alexandria, Va.; Reserve Training Center, Yorktown, Va.; Training Center Cape May, N.J.; the New London, Conn.-based Ceremonial Band and Coast Guard Academy.

East Coast operational units and boat crews on temporary duty provided waterside security along the Potomac River and the Atlantic Area: Activities Baltimore, Station Washington D.C.; Air Station Atlantic City, the CGC Beluga; Station Ocean City; Station Parramore; Station Cape May and Station Portsmouth.

On the West Coast, the Captain of the Port of Los Angeles/Long Beach set up a Special Security Zone at Point Magu. Units helping to enforce the zone included: Coast Guard 11th District, Group San Francisco, Air Station Los Angeles, Station Channel Islands Harbor, Marine Safety Detachment Santa Barbara, the CGC Blackfin and Marine Safety Office/Group Los Angeles/Long Beach.

A state funeral is among the most visible operations conducted by our government. By participating in quarterly practice exercises for such events, the Coast Guard has a trained and ready cadre of personnel to deploy for state funeral operations.

Story compiled by G-IPA and photos by Telfair Brown, G-IPA-1

WASHINGTON D.C., June 11 — The Coast Guard joined other military services to honor former president Ronald Reagan this week.

The death of Reagan June 5 set into motion a plan that involved countless military members from all the Armed Forces. The Military District of Washington coordinated arrangements for the many events that led up to Reagan's official state funeral here today.

For more than a week, a worldwide audience watched the numerous events associated with President Reagan's funeral. As a past commander-in-chief, Reagan is being afforded many military honors. Coast Guard servicemen and women served as honor guards for the remains, ceremonial musicians, marching units, official cordons, military escorts and ushers, color bearers, weapons bearers, funeral operations coordinators, official drivers,

Coast Guard

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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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A time to remember

CHICAGO, May 29 — DC3 Kevin Buchheit waves the Coast Guard ensign during the Chicago Memorial Day Parade here today. Buchheit is a member of Port Security Unit 309 stationed in Port Clinton, Ohio. Photo by PA1 Paul Roszkowski, PADET Chicago

WEBHOT!



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

The National Motor Lifeboat School's motto is, "Extreme learning for extreme conditions." And just like their motto, their Web site is no less extreme.

The site has intense streaming video of motor lifeboat crews from around the Coast Guard getting knocked down, turned over and beaten by merciless surf.



The videos serve as teaching tools as well as a way to show the world the extreme conditions faced by Coast Guardsmen serving on a motor lifeboat.

In addition, the site has information on maintenance of the motor lifeboat, the surferman program, Stan Team training, and updates on surferman classes.

This is a great site for those interested in attending the motor lifeboat school as well as boating enthusiasts who enjoy seeing the Coast Guard work in extreme conditions.

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



Heroes in action

KODIAK, June 10 — A patient from the cruise ship *Radiance of the Sea* is transferred to awaiting Ketchikan EMS from Coast Guard Station Ketchikan's 47-foot motor lifeboat crew and Ketchikan Fire Department personnel. The patient was medevaced from the ship in Clarence Strait north of Ketchikan today. Photo courtesy of Station Ketchikan

Around the world, around the clock

Coast Guard Investigative Services in California, in cooperation with the Northern California U.S. Attorney's office, successfully ended a three-year-long hoax-calling spree by Salinas, Calif., resident Kurtis Thorsted. Thorsted was sentenced Apr. 28 to two years imprisonment and was ordered to pay \$29,000 in restitution to the Coast Guard.

A Coast Guard aircrew from Air Station Cape Cod medevaced a 55-year-old man from a foreign-flagged tanker ship transiting 225 miles southeast of Nantucket May 18, after the vessel's captain reported the man was suffering from cardiac complications.

A six-year-old boy was found alive under a capsized boat near Huntington Park in Newport News, Va., June 5. The boy was found by Newport News Dive Team members in a joint-agency rescue effort involving the Coast Guard, Virginia Marine Resource Commission, Newport News Lifeguards and Newport News Fire and Rescue. Following more than two hours of unsuccessful attempts to get inside the boat, the CGC *Kennebec* was able to lift the boat slightly out of the water, allowing the divers to get far enough inside to locate the boy and pull him safely out.

A crew from Coast Guard Station Freeport, Texas, rescued four fishermen from their sinking boat near the mouth of the Freeport Jetties June 9. The four fishermen were returning to port after an all-night fishing trip in the Gulf of Mexico. As they approached the entrance to the jetties, a large wave broke over the bow and swamped their 35-foot boat, the *Sadie*.



The CGC *Escanaba* repatriated 122 Haitian migrants to Port-Au-Prince, Haiti, June 2. The *Escanaba* rescued the migrants May 31 from an overcrowded and unseaworthy 40-foot sail freighter about 40 miles south of Turks and Caicos.

FY'04
By the numbers
compiled June 9

LIVES SAVED: 2,420
SAR cases: 18,213
Marijuana: 17,984 pounds
Cocaine: 57,211 pounds
Migrants: 2,935

Source: G-IPA-2

CGC Tampa returns home after European patrol

PORTSMOUTH, Va., May 26 — The CGC Tampa returns to its homeport here today after a 60-day patrol serving with the U.S. Navy Sixth Fleet in the Mediterranean and Black Seas.

The 270-foot medium endurance cutter departed here March 27 with a crew of 100 sailors and an HH-65B helicopter detached from Group/Air Station Atlantic City, N.J., to assist in combating terrorism and the terrorists who threaten peaceful nations around the world.

With port visits in Rota, Spain; Valletta, Malta; Souda Bay, Greece; Constanta, Romania and Sevastopol, Ukraine; the Tampa took part in coordinated search and rescue exercises and other mutual training with these countries. During their off time, the crew of the Tampa participated in cultural exchanges with local citizens, explored the countries, and volunteered their time to help those lacking the resources to help themselves.

The Tampa and the USS Thorn, also locally homeported in Norfolk, Va., met soon after Tampa entered the Mediterranean Sea. The Tampa and the Thorn conducted targeting and signaling exercises with each other. This was the first meeting of the crews at sea.

During a visit to Valletta, Malta, many crewmembers met with the Armed Forces of Malta to plan for a training exercise and to learn about their culture and military. Upon departure from Malta, the Armed Forces of Malta and Tampa conducted a joint search and rescue exercise where both nations honed their skills.

The Tampa and the Thorn met again in Souda Bay, Greece, where the crews shared sea stories, laughs and a competitive spirit during a port call on the historic Greek island of Crete.

Days later, the Tampa transited through the Turkish Straits into the Black Sea and proceeded to Constanta, Romania. Kicking the visit off was a search and rescue exercise with Romanian naval assets. Days were filled with tours and opportunities for the Romanian Navy to ask questions about the United States, the Coast Guard and the Tampa.

During two of the three days in port, more than a quarter of the crew volunteered off duty hours to help renovate the playground at a local orphanage for HIV positive children, Casa Speranta (House of Hope). Crewmembers also donated money to purchase the orphanage a new lawn mower. The children had playmates for two days, and the crew got some more exercise playing volleyball and soccer with them for hours. The children were taken to the Tampa for a tour of the cutter, an opportunity to sit in the co-pilot seat of the embarked HH-65B helicopter, and to don the pilot's



CGC Tampa crewmembers take a group photo with children of Casa Speranta Orphanage in Constanta Romania. Crewmembers volunteered to rebuild the orphanage's playground and play with the children.

helmet for pictures.

Following its visit to Romania, the Tampa went across the Black Sea for a port call in Sevastopol, Ukraine. The Tampa's crew gave countless tours to members of the Ukrainian Navy as well as the U.S. Ambassador to Ukraine, other embassy staff and Vice Adm. Ulrich, the U.S. Navy Sixth Fleet commander. The Tampa and the Ukrainian Navy conducted a professional exchange covering such areas as damage control, navigation, communications, law enforcement and naval engineering. The day ended with another reception held on Tampa's flight deck during which the commanding officer of Tampa, Cmdr. Charles Mathieu, hosted US Ambassador Herbst, commander US Navy Sixth Fleet, Vice Adm. Ulrich, and the chief of Ukrainian Naval Operations, Rear Adm. Kniaz. All three officers shared visions of the future that included uniting the navies and coast guards of Ukraine, the United States, and the world in the battle against terrorism. Three members of Tampa's crew visited a local school and talked to an English language class about the United States, the Coast Guard and the Tampa.

The Tampa left its mark in a far-off piece of the world through active participation in exercises, a giving spirit and friendly encounters with the local citizens of the five countries visited. This has been an exciting change for the Tampa, which typically patrols the Caribbean enforcing counter drug and migrant laws as well as performing search and rescue operations. In the past year, the crew has been involved in intercepting more than six tons of cocaine as well as rescuing more than 465 Haitians stranded at sea.

Story by Ensign Patricia Larkin, CGC Tampa



TRAINING DAY

CLEVELAND, June 4 — BM2 John Peters, Coast Guard Station Lorain, Ohio, climbs aboard the motor vessel Wolverine during tactical law enforcement training with the FBI here today.
Photo by PA3 Tasha Peters, 9th Dist.

Innovation Station

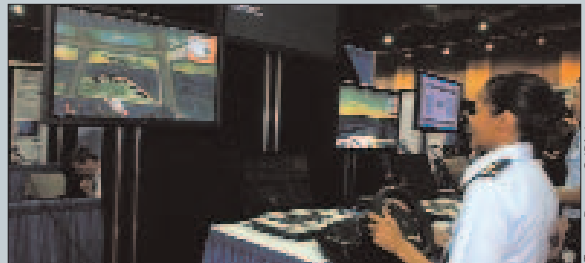
SAVANNAH, Ga., May 3 — The Coast Guard Commandant's Innovation Council and Deepwater and Acquisition directorates hosted the fourth annual, three-day Innovation Expo here this week.

Team Coast Guard joined with other government agencies and industry members to discuss innovative solutions to the challenges facing today's Coast Guard.

More than 100 Coast Guard/government and 125 industry exhibits were on display for more than 1,400 attendees.

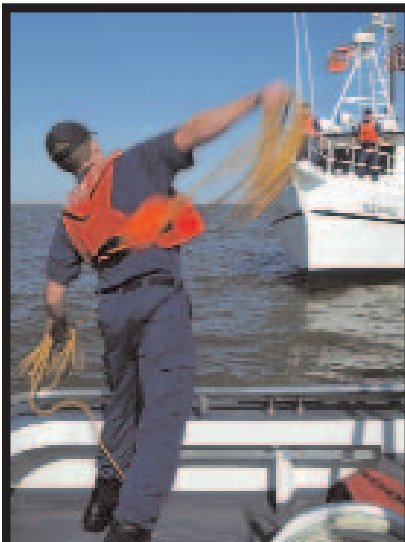
In addition, Vice Commandant of the Coast Guard Vice Adm. Thomas Barret and Coast Guard Chief of Staff Vice Adm. Thad Allen presented awards to Coast Guard units for improvement in their overall performance and to teams and individuals for their creative ideas and innovation solutions to improve Coast Guard effectiveness.

Story by Lt. Cmdr. Andrea Palermo, G-D



TELEPH BROWN, G-1PA-1

An attendee at the Innovation Expo plays on an interactive exhibit to promote e-learning.



Seaman Nicholas Mills throws a line to the Auxiliary boat Mañana.

Blood, sweat, tears

NEW ORLEANS, April 27 — The 41-foot Utility Boat Standardization Team, from Coast Guard Training Center Yorktown, Va., visited Station New Orleans to evaluate the unit's training and maintenance programs and to assess boatcrew readiness.

The station's crews were tested and evaluated based on real-life scenarios such as towing exercises, man overboard drills and simulated fires. Additionally, the STAN Team inspected and evaluated the station's boats to ensure they conformed to Coast Guard standards.

Story and photos by PA3 Nick Cangemi, 8th Dist.



MK3 William Simpson pulls a tow-line during STAN Team training

CGC Sherman keeps \$100 million worth of cocaine out of U.S.



A go-fast vessel goes ablaze during a drug bust off the west coast of Central America. The CGC Sherman recovered 285 pounds of cocaine from the smugglers April 20.

ALAMEDA, Calif., May 8 — The CGC Sherman returned to its homeport here today after a winter patrol that produced one migrant interdiction and three drug busts, which totaled nearly 13,000 pounds of cocaine, worth more than \$100 million. This was the first cocaine bust for the Sherman and its first drug seizure since 1976.

The Sherman intercepted a 40-foot go-fast vessel with 2,390 pounds of cocaine on board off the west coast of Central America March 19. The go-fast was intercepted that night.

Three days later, the Sherman investigated a 41-foot fishing boat that turned out to have 92 undocumented migrants on board. Sherman's boarding team soon discovered that the migrants were nearly out of food and water and feeling very weak from their long

journey at sea. They also realized quite clearly that the vessel was not safe or seaworthy enough to be carrying 92 people. The boat was also taking on water. After interpreting this information, the Sherman decided to take the migrants aboard. The people were given medical treatment and turned over to authorities days later.

Another unexpected discovery came April 2. Approximately 265 miles southwest of Manzanillo, Mexico, the Coast Guard Stingray helicopter aboard the Sherman spotted a capsized 35-foot, go-fast vessel, and three people in the water, with numerous packages floating in the vicinity. The helicopter crew dropped a life raft to the three people and then waited for the Sherman to arrive on scene. The Sherman's crew recovered 194 bales of cocaine totaling nearly 10,000 pounds and rescued the three people from the water.

Three weeks later, on April 20, a Bureau of Immigration and Customs Enforcement maritime patrol aircraft alerted the Sherman to the position of a go-fast vessel off the west coast of Central America. The Sherman was 120 miles away and diverted course to intercept. The Sherman arrived on scene a short time later and launched both the MH-68 armed helicopter and its small boat. As the helicopter and small boat arrived on scene, the crew of the go-fast vessel set their boat on fire. The crew of the cutter's small boat immediately switched from law enforcement mode to rescue mode. The Sherman's small boat crew recovered four crewmembers from the ablaze go-fast and found that some of them were injured due to the fire. The small boat returned to the Sherman and transferred the go-fast vessel crew aboard to receive medical attention. A total of 285 pounds of cocaine were recovered from bales floating on the ocean surface after the go-fast had sunk.

The drugs and crewmembers for all three drug seizures were turned over to authorities for prosecution.

Story and photos by Lt.j.g David Kroening, CGC Sherman

CGC Gentian makes 100th country port-of-call

KINGSTON HARBOR, Jamaica, April 19 — The CGC Gentian, also known as the Caribbean Support Tender, steamed into port here today marking its 100th country visit since it was re-commissioned in 1999.

The Gentian is the Coast Guard's only maritime vessel dedicated to international engagement, training, logistics and maintenance assistance in support of the

maritime services of the Caribbean region.

Transforming Gentian into the Caribbean Support Tender was a result of the Caribbean/U.S. Summit in Bridgetown, Barbados, where President Bill Clinton agreed to work with the Caribbean countries to enhance maritime interdiction and to strengthen operational capabilities.

Crewmembers from the Gentian

have trained more than 3,700 Caribbean service members in 16 deployments. They are instructed in seamanship, damage control and firefighting, medical first responder, maritime law enforcement, outboard repair, electronics, preventative maintenance, communications and navigation.

Story by PA3 Tim Pike and Cmdr. Joseph Vojvodich, CGC Gentian



Swallowed by the Mississippi

story by
PA2 Kyle Niemi,
8th Dist. Public Affairs

When two vessels collided and blocked off the Mississippi River, five lives and millions of dollars were lost in the swirling waters of Old Man River.





PA2 KYLE NEW, 8TH DIST. PUBLIC AFFAIRS

UP FROM THE DEPTHS — Peter Drummond, a diver for Bisso marine, talks to Jules Schubert of Rivers and Gulf Marine Surveyors, Inc., and Cmdr. Charles Rawson of Marine Safety Office New Orleans about what he saw inside the Lee III Feb. 23. High winds and the river current made the dive dangerous as Drummond searched the wreckage for crewmembers of the offshore supply vessel, barely visible in the background.

NO SIGN OF LIFE — A small boat crew from Coast Guard Station Venice, La., looks for any signs of survivors from the Lee III Feb. 21. The Southwest Pass was closed because the Lee III, still sticking out of the water and sunk mid-channel, was deemed a hazard to vessels navigating the narrow channel.



AIR STATION/MARINE SAFETY OFFICE NEW ORLEANS

A GIANT'S PALLBEARER — Barges raise and remove the Lee III from the Southwest Pass of the Mississippi River Feb. 29. The backlog of almost 200 vessels waiting to transit either into or out of the Gulf of Mexico could finally clear.



PA3 JONATHAN McCool, 8th DIST. PUBLIC AFFAIRS

Shortly after 5 a.m. Saturday, Feb. 21, in the Mississippi River's foggy Southwest Pass, near Venice, La., a collision occurred between a cargo ship and an offshore supply vessel. The bodies of all five crewmembers of the Lee III were recovered, either at the scene of the wreckage within days of the accident or downstream weeks later.

Even as family members were awaiting word of the fate of their loved ones, the impact from the accident was felt on an international scale as the only deep-draft waterway connecting the Mississippi River and the Gulf of Mexico was closed for nearly five days to facilitate search and rescue and salvage operations.

According to authorities from the port of New Orleans, the closure resulted in the loss of approximately \$17 million in direct losses to the port with extended losses of about \$65 million to the New Orleans area. Baton Rouge, La., also suffered from the closure, and several cruise ships had to make alternate plans to get their passengers into or out of New Orleans.

The 534-foot cargo ship Zim Mexico III was heading upriver and the 178-foot offshore supply vessel Lee III was downbound when the collision occurred, causing the Lee III to capsize and partially sink in the channel.

A rescue boat crew from Coast Guard Station Venice, a rescue jet crew from Coast Guard Aviation Training Center Mobile, Ala., and a rescue helicopter crew from Coast Guard Air Station New Orleans began searching the foggy waterway as the Captain of the Port of New Orleans, Capt. Ronald Branch, closed the waterway so the units and other agencies could safely search for survivors.

Also assisting in the search were CGCs Razorbill


and Pompano, 87-foot patrol boats homeported in Gulfport, Miss.

As the difficult decision came to shift from rescue to recovery operations, barges equipped with cranes brought divers to the scene of the accident to search for the victims of the collision many feared were still inside the wreckage of the Lee III. All the while, environmental response teams from Coast Guard Marine Safety Office New Orleans worked to protect the nearby sensitive marshland from the estimated 10,000 gallons of fuel oil that leaked from the vessel.

The waterway was opened shortly after salvage crews were able to move the Lee III to the outer edge of the channel Feb. 25 after nearly a five-day closure. Over the next 48 hours, about 175 ships that were awaiting transit either northbound or southbound were finally able to safely navigate past the salvage crews and wreckage. Due to the advanced planning by MSO New Orleans, the waterway's queue was cleared by Friday, Feb. 27, a day ahead of original estimates.

The waterway was closed once more on Feb. 29 to facilitate the permanent removal of the Lee III from the Southwest Pass.

A one-person formal investigation was held March 2-11 so that investigators could hear testimony from the captain, pilot and crew of the Zim Mexico III as well as witnesses who spoke to the crew of the Lee III anywhere from a few days to a few minutes before the accident. The hearing allowed investigators to hear testimony in order to uncover all of the contributing factors to this fatal collision.

Coast Guard marine safety investigators are continuing their investigation of the incident and their findings will include recommendations intended to prevent similar casualties in the future. 



PA2 KYLE NIEMI, 8TH DIST. PUBLIC AFFAIRS

GHOST SHIP — MST2 Nathan Thompson, of MSO New Orleans, looks out as the small boat that is carrying him to the scene of the Lee III salvage passes the Zim Mexico III at anchorage in the Southwest Pass of the Mississippi River Feb. 25.



SAVING THE DAY *Top:* A Coast Guard helicopter from Aviation Detachment Guantanamo Bay spotted this dangerously overloaded vessel in the Windward Passage between Haiti and Cuba. *Right and bottom center:* In heavy seas, the CGC Forward's crew used the cutter's small boat to transfer the migrants from their sailing vessel. *Top center:* Seaman Blake Fleming and Seaman Jackie Devito provide medical attention to a Haitian woman. *Far right:* GM1 Josh Quintero carries a small child to a medical screening station aboard the Forward.



TO THE RESCUE

Coast Guard crews save nearly 1,600 migrants as part of Operation Able Sentry

Story by PA3 Donnie Brzuska, LantArea & PA2 Anastasia



PA3 DONNIE BRZUSKA, LANTAREA



PA3 DONNIE BRZUSKA, LANTAREA

CM2 DAVID DESROSIERS, CGC FORWARD



PA3 DONNIE BRZUSKA, LANTAREA



In three separate migrant interdictions, Coast Guard crews participating in Operation Able Sentry rescued 686 Haitian migrants attempting to make the treacherous journey to the United States from Haiti. Operation Able Sentry is an enhanced migrant interdiction operation aimed at deterring illegal migration from Haiti to prevent the loss of life at sea and maintain the maritime borders of the United States.

On April 23, the crew of the CGC Forward, homeported in Portsmouth, Va., rescued nearly 400 Haitian migrants 18 miles southwest of the northernmost peninsula of Haiti. It was the single largest migrant interdiction by the Coast Guard since Operation Able Sentry began.

Days after the Forward assumed the role of command-tasking unit for all Coast Guard assets

participating in Operation Able Sentry from the CGC Dallas, homeported in Charleston, SC, an Air Station Miami Falcon jet on a surveillance mission spotted the 380 migrants on a dangerously overloaded sail freighter.

In what turned out to be a seven-hour evolution, the Forward's crew safely transferred all 380 migrants to their ship in seven- to nine-foot seas, including 62 children and one woman who was seven months pregnant.

"The success of this interdiction is not only measured in the number of people stopped from entering the country illegally, but also in the fact that we did it without anyone getting hurt or going in the water," said Cmdr. Fred Midgette, the Forward's commanding officer.



The CGC Gallatin, from Charleston, S.C., rescued 306 migrants leaving Haiti in two separate incidents April 24.


A Coast Guard C-130 from Air Station Clearwater, Fla., spotted the Gallatin's first group of migrants 54 miles northwest of Great Inagua, Bahamas. The Gallatin embarked all 173 Haitian migrants on board safely.

Later in the day, the crew of the Gallatin picked up 133 more migrants 24 miles southeast of Providenciales, Turks and Caicos. Additional aircraft from Air Station Miami and Air Station Clearwater were dispatched to monitor the transfer operation because of concerns with the stability of

the migrants' 50-foot freighter.

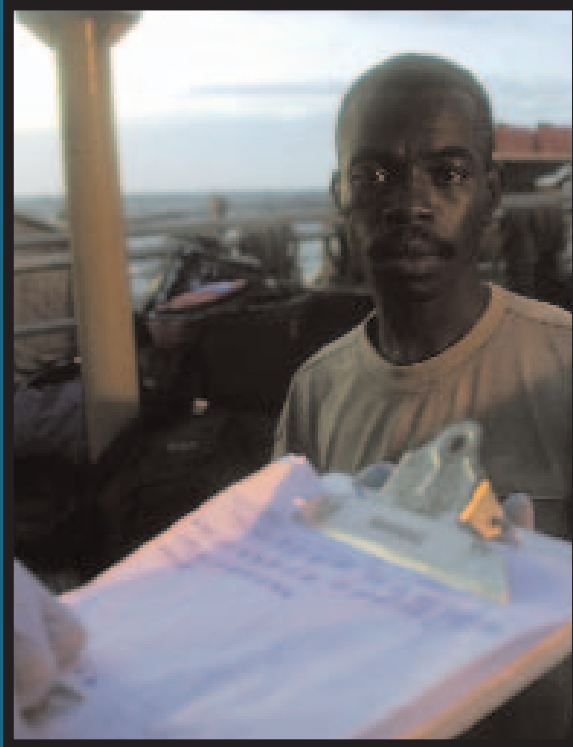
The crews of the Gallatin and the Forward repatriated 651 of the migrants to Port-au-Prince, Haiti, and 35 were transferred to the CGC Thetis from Key West, Fla., so U.S. officials could process their claims of political persecution.

Operation Able Sentry has resulted in the rescue and repatriation of 1,591 Haitian migrants since it began Feb. 21.

"Our stepped-up presence off the coast of Haiti continues for the purpose of saving lives by rescuing those already on the water in boats and by deterring those who may be considering migration by sea," said Capt. Wayne Justice of the 7th District. 



PA3 DONNIE BRZUSKA, LANIAREA



PA3 DONNIE BRZUSKA, LANIAREA

CARE PROVIDERS *Far left:* A small boat crew from the CGC Forward approaches an overloaded 50-foot Haitian sailing vessel with nearly 400 people aboard. *Left:* Each person brought aboard the Forward was counted and his or her identity was logged. *Below:* HSC Troy Utley and OS1 Kimberly Tutwiler provided the migrants a basic medical screening when they came aboard the Forward.



PA3 DONNIE BRZUSKA, LANIAREA

ALL SECURE ET2 William Switoyus, MST2 Aaron Harcourt, and MST2 Donald Warden from MSST 91104 provide security for the CGC Cypress in Port-au-Prince, Haiti.

O P E R



OPERATION ABLE SENTRY

First-of-its-kind task force prevents exodus, saves

**Story by PA3 Ryan Doss,
PA3 Stacey Pardini, PA3 Cindy Marshall
and Lt. Tony Russell, LantArea**

“Proceed max safe speed en route CCGDSEVEN, shift TACON to CCGDSEVEN upon entering D7 AOR.” These were the words that Atlantic Area Commander Vice Adm. James Hull used to command cutters in Atlantic waters off New England, in the Gulf of Mexico and deep in the Caribbean to head directly to Haiti.

This movement of steel and flesh was the tactical culmination of a first-of-its-kind strategic planning process started in June 2003, which led to an operational plan, Operation Able Sentry. This operation was activated to address the monumental challenge of preventing a mass migration from Haiti.

Since 1794, the Coast Guard has served the United States’ security interests, enforcing laws and protecting life at sea through the conduct of its illegal immigration mission. The earliest use of this authority was the enforcement of laws against the transportation of slaves. The more contemporary role of Alien Migrant Interdiction Operations dates back to the Camarioca Boatlift from Cuba in 1965. After Camarioca, and especially following the Mariel Boatlift in 1980, AMIO became a daily focus for the Coast Guard in South Florida and the Caribbean region.

The Department of Homeland Security was established to help integrate the effort of those agencies tasked with providing for the security of the nation in a whole new way. The department’s homeland security strategy is to secure our borders by pushing them out so threats can be detected, evaluated and responded to before they ever reach the U.S. The successful execution of this strategy in the maritime realm requires a daily coordinated effort by the homeland security team of the Coast Guard, Immigration and Customs

PA3 Andrew Kendrick, PADET Houston



USCG PHOTO



USCG PHOTO



USCG PHOTO

Enforcement, Customs and Border Protection, including the U.S. Border Patrol, and U.S. Citizenship and Immigration Services, as well as other federal, state and local partners.

Recognizing the threat and national impacts of a mass migration from the Caribbean to the U.S., DHS Secretary Tom Ridge established Homeland Security Task Force Southeast to bring the resources, skills and capabilities of all the involved agencies under one umbrella organization to develop the contingency response plan, Operation Vigilant Sentry. Once completed, this single plan would replace about a half-dozen independent plans in existence.

This unification measure launched an intense and unprecedented planning process that involved people from throughout DHS and other impacted federal agencies, including the Departments of State, Defense and Justice. While aggressively developing this groundbreaking plan, delivering the first draft in just three weeks, no one realized how soon it would prove its value.

Early in February, the first rumblings of unrest began in Haiti and quickly turned into a full-fledged rebellion that would ultimately result in the ousting of President Jean Bertrand Aristide and the insertion of a U.S.-lead international task force to restore security and stability in the country. The civil unrest and violence, combined with the continuing economic struggles of the nation, created a situation ripe for a surge in migration. Instability began to stir rumors of a mass exodus on the level of those from Haiti in the early 1990s that saw more than 64,000 migrants take to boats.

Back in Miami, 700 miles from Haiti, the HSTF-SE, lead by Task Force Director Rear Adm. Harvey Johnson, began to make preparations for implementation of its contingency migration plans. Within 72 hours, the task force personnel turned a three-inch thick document into a 15 page concept of operations that would become Operation Able Sentry.

Ridge officially approved the execution of Able Sentry Feb. 20 with clear direction to “conduct fully integrated mass migration operations to deter illegal or unsafe migrant departures and interdict, repatriate and detain populations as necessary and appropriate to protect the security of the United States.”

This tasking became even more critical Feb. 25 when President Bush ordered the Coast Guard to intercept and turn back every migrant attempting to reach U.S. soil.

Soon, more than a dozen Coast Guard cutters were in the Windward Pass and Gulf of Gonave, located off the coast of Haiti. While the overall

TENDER CARE Top: A crewmember from the CGC Thetis shares a laugh with a Haitian child while he and fellow Coast Guardsmen volunteer their time to feed and socialize with 65 local orphans. Middle & Bottom: CGC Diligence crewmembers prepare to transfer some of the 233 migrants in its care to the Haitian coast guard.

operation was run by the task force, the tactical execution of those orders in the Windward Passage soon fell on the shoulders of the CGC Dallas' crew, who became the command task unit for Able Sentry. As such, Capt. Christopher Colvin, commanding officer of the Dallas, oversaw the tasking of all cutters in the waters surrounding Haiti.

The Dallas had just arrived in Mayport, Fla., for training with the Navy when Colvin received a phone call from the Coast Guard's Atlantic Area Command. "We were underway by six o'clock," said Colvin, referring to the speed with which their orders were changed and the crews responded. Three days later, Dallas was on scene in Port-au-Prince, coordinating patrol efforts for a steadily-growing squadron of cutters, which were already generating results with more than 500 Haitian migrants on deck from thirteen different boats.

The prevention of migration was the primary objective of the task force. Arguably, the most critical event of Operation Able Sentry took place Feb. 27 with the first repatriation of interdicted migrants. The highly visible repatriation sent the message to potential migrants that leaving by sea was not a viable option.

"It is our intention, upon rescuing Haitian migrants from peril at sea aboard grossly overloaded and unseaworthy vessels, to immediately repatriate them in a safe and secure manner," said Johnson as the first repatriations began.

By the end of that day, with the invaluable assistance of the Haitian Coast Guard, 531 migrants were returned to Haiti by the CGCs Vigilant, from Cape Canaveral, Fla., and Valiant, out of Miami. The entire evolution took more than eight hours, with the migrants being ferried by Haitian Coast Guard boats in groups of 30 to 40. State Department personnel and U.S. Marines assisted in the safe completion of the repatriation process.

As the repatriations occurred, interdictions continued, with another two boats carrying 336 migrants safely stopped that day.

"Had we not arrived off Haiti in late February, the nearly 1,000 Haitian migrants that our cutters rescued attempting to reach the United States would almost certainly have perished in

the severe weather that followed during the first week of March. It could have been a disaster of near-epic proportions," said Colvin.

To further emphasize the deterrence message to potential migrants, these 336 migrants were immediately returned to Haiti Feb. 27 by the CGCs Spencer, from Boston, and the Wilmington, N.C.-based Diligence.

These actions had their intended effect. There have been no Haitian migrant interdictions at sea or landings in the U.S. since Feb. 26. More importantly, there have been no reported migrant deaths at sea.

While much of the operational and public attention focused on the waters surrounding Haiti, HSTF-SE understood that it could not ignore the 'back-door' and that additional resources and effort had to be dedicated to the waters of coastal Florida. This concern was validated the same day President Bush gave the Coast Guard its orders on national television. On Feb. 25, 21 Haitians attempted to hijack a cargo ship off the coast of Miami in hopes of making it to the U.S. They too were stopped by what Colvin referred to as the "goal line defense." A team of Coast Guard Group Miami cutters and boats, an ICE Special



USCG PHOTO



USCG PHOTO

SAFELY ASHORE *Top:* CGC Resolute crewmembers remove 21 migrants from the M/V Margot after they attempted to illegally enter the U.S. through Miami Feb. 25. *Bottom:* Coast Guardsmen return several Haitians safely to shore, where they will be repatriated.



PA3 Andrew Kendrick, PADET Houston

TRAIN AND PROTECT

Top: MK2 Nolet Antoine, a Haitian-American interpreter for the Maritime Component Commander at Joint Task Force-Haiti, tells members of the Haitian coast guard rules for shooting their weapons at the range April 28.

Right: Crewmembers from the CGC Harriet Lane, a 270-foot medium endurance cutter homeported in Portsmouth, Va., check various areas along the Haiti coastline for a secure place where a U.S. Army support ship could beach and offload supplies for U.S. Marines in the area April 22.



PA3 Andrew Kendrick, PADET Houston

Response Team and helicopter, and the Special Operations Group from the Florida Wildlife Conservation Commission worked together to successfully prevent the group from making it to American shores.

At the height of activity, HSTF-SE was directing the operation of approximately 2,000 people from throughout the Eastern U.S. and across the spectrum of the homeland security team.

Working off the coast of Haiti were cutters with homeports from Boston to Mobile, Ala., as well as P-3 maritime patrol aircraft from ICE's Air Marine Branch in Jacksonville, Fla. Up to 17 Asylum Pre-Screening Officers from CIS, as well as contracted translators, also assisted in the region during the operation.

Although it turned out not to be necessary, a team from ICE, CIS and CBP, working with personnel from Naval Station Guantanamo Bay, Cuba, was able to expand the ability to provide humane and secure facilities for the detention of migrants beyond the small steady-state capacity currently maintained.

Boats and aircraft from the U.S. Border Patrol and ICE, as well as detachments from Coast Guard MSST 91106 out of New York, all working with and coordinated by Coast Guard Group Miami, worked to secure borders closer to the U.S.

Officers from seven local police agencies as well as Florida's Wildlife Conservation Commission also participated in aspects of the operation.


Since the Sept. 11, 2001, terrorist attacks, an operation's success is sometimes measured in what didn't happen. In the case of Operation Able Sentry, success was the aversion of a long-term exodus of large numbers of people on poorly built, overloaded vessels. Undoubtedly, if that had happened, many lives would have been lost. What also was prevented was the need to house and care for hundreds, if not thousands of migrants for an extended period; an operation that would carry a heavy price tag.

However, the job is not done. The Coast Guard continues to contribute to the stabilization and improved security of Haiti by maintaining an enhanced presence in the surrounding waters and serving as the maritime component commander to Combined Joint Task Force-Haiti for Operation Secure Tomorrow.

These efforts are currently being conducted by MSST 91104 from Galveston, Texas, as well as a collection of cutters including 110-foot patrol boats and 378-foot high-endurance cutters.

As part of Operation Secure Tomorrow, crews from the CGCs Thetis and Nantucket, out of Key West, Fla., and members of MSST 91104 joined forces to assist 65 Haitian orphans and the Haitian coast guard March 21.

One participant, Lt. Timothy Newton, observed, "When you look into the eyes of the children and see the look of hope, it is clear why we are here. Having the opportunity to help those in need is why many of us joined the Coast Guard."

Working together, units included in HSTF-SE have helped to save lives and restore stability to a country in need, and the Coast Guard continues to serve and lend a hand to the people of Haiti. 

FIGHT PREP Below: BM3 Robert Orchard plays an attacker for Lindor Malachie, a Haitian coast guard member, who has just been pepper sprayed during training. Bottom: BM3 Artry Rusk IV from MSST 91104 plays an attacker for Gerbier Frizznel, a member of the Haitian coast guard.

PA3 ANDREW KENDRICK, PADET HOUSTON



PA3 ANDREW KENDRICK, PADET HOUSTON



Trial by

Fire

Sixty years ago, the crew and ships of Coast Guard Flotilla 10 sailed through a storm of mortar shells and a sea of mines to land American troops on Omaha Beach in Normandy on D-Day - June 6, 1944.

Story by Nitin Shankar, freelance journalist
Photos courtesy USCG Historian



LIMPING TO SAFETY

A casualty of the heavy Nazi fire against the D-Day invasion fleet, Coast Guard landing craft Landing Craft, Infantry, No. 85, loaded with troops, lists heavily to one side before sinking in the English Channel. It had time, however, to pull alongside the Coast Guard assault transport in the distance and evacuate its troops and wounded before capsizing and going down.



A LEADER OF MEN

Ready for the next invasion call, Capt. Miles Imlay, commander of Flotilla 10, leaves his headquarters somewhere at an Allied port. He also took part in the invasions of Sicily and Salerno, Italy.

“ELSIE” was the nickname given by U.S. troops to the LCIs - those staunch landing craft that carried them through invasion waters to enemy coasts. Here a group of “G.I. Joes” wait on the decks of a Coast Guard “Elsie” heading for the shores of France. In the background, other LCIs can be seen using barrage balloons to keep enemy strafing planes from diving too close.

Sixty years have passed since the American troop landings took place on Omaha Beach in Normandy June 6, 1944, a day when the U.S. Coast Guard played a crucial role in delivering Army personnel during the first hours of the attack.

It was on that day that the Coast Guard's Flotilla 10 Amphibious Assault Group consisting of 24 LCI's (Landing Craft,

Infantry, Large) suffered the heaviest losses in Coast Guard history. The collective daring of the members of this flotilla resulted in the award of a unit commendation and is a story that deserves to be told.

GETTING THERE

Flotilla 10's story actually began in Orange, Texas, where these landing crafts were built. Based on an idea outlined by British Prime

Minister Winston Churchill in a war memorandum, the LCI was a 300-ton vessel, 158 feet long and 23 feet, 3 inches wide at the middle, with a 1/4-inch steel plated, flat-bottom hull designed for beaching. Created to deliver fighting troops to a beach quickly, it could carry 200 soldiers who descended from ramps on either side of the craft. The LCI had a crew of 24 or more and could travel 4,000 miles without refueling. Although not designed for cross-ocean travel, the Coast Guard-manned LCIs of Flotilla 10 did just that, crossing the Atlantic to reach North African and European theatres of war.

Commanded by Capt. Miles Imlay, Flotilla 10 first saw action when landing troops under fire during the invasions of Sicily and Salerno. Imlay earned a Legion of Merit medal for his actions at the invasion of Sicily and a second Legion of Merit for his role during the invasion of Salerno, Italy.

Thus, Flotilla 10 was already battle-hardened by October 1943 when it headed for England to participate in the Normandy invasion.

Once in England, Flotilla 10 became an integral part of Operation Neptune, the naval part of the amphibious assault on the beaches of Normandy.

Royal Navy Adm. Sir Betram Ramsay commanded Operation Neptune. His task was to marshal and load almost 7,000 vessels with men and supplies, move them from around the British coastline to pre-arranged assembly points in the English channel, and then shepherd them through marine pathways cleared of mines toward the enemy shoreline. In line with its instructions, Flotilla 10 left Weymouth the evening of June 5 and made its way across the channel towards Normandy to form up for the assault.

The 50 miles of Normandy coast had five beaches to assault, of which three (code-named Gold, June and Sword) were assigned to the British and Canadians while the remaining two (code-named Omaha and Utah) were assigned to the Americans. Once on site, Imlay took over as Deputy Commandant

of Assault Group O-1, responsible for landings on the largest of assault areas, the six-mile Omaha Beach. Commanded by Capt. Edward Fritzsche, Assault Group O-1 consisted of the USS Samuel Chase, the Navy's USS Henrico, the British Royal Navy's HMS Empire Anvil, six LCI(L)s, six LSTs, and 97 smaller craft. Six of Flotilla 10's LCIs were transferred to Assault Group O-1 while the rest were divided among smaller assault groups.

The assault sectors at Omaha, code-named Charlie, Dog, Easy and Fox (from west to east), were further divided into smaller sections with colorful names such as Dog White and Easy Red.

The first assault landings was set to occur at 6:30 a.m. on June 6 when most of the beach obstacles would be exposed at half tide.

Naval gunfire commenced 40 minutes before the scheduled landings and stopped just three minutes prior to landing. Two battleships, USS Arkansas and USS Texas, mounting a total of 10 14-inch, 12 12-inch, and 12 5-inch guns, aimed 600 rounds of their heaviest shells at enemy coastal batteries and strong points. Three

cruisers and eight destroyers poured another 3,000 rounds on selected beach strong points.

ASSAULT ON THE BEACH

The first wave, consisting of 96 tanks, a Special Engineer Task Force to clear obstacles and eight companies of assault infantry (1,450 men), left on schedule to land on Omaha Beach.

As part of this first wave, Lt. j.g. James Forrestal, commanding the crews of 12 boats belonging to Assault Group O-1, formed up and headed toward the beach. When they closed to within 500 yards of the beach, the Germans opened fire with machine guns, mortars and heavy artillery. The craft touched bottom on sand bars well away from the shore line and the soldiers disembarked into three feet of water, running for the shore. Intense enemy fire wounded or killed many as they jumped off. Those troops who actually made it to the beach huddled near the sea wall after a tortuous 400-yard journey across open terrain under fire.

After the first wave of eight assault battalions landed, the second wave carrying 14 demolition



Omaha Beach, Flotilla 10's target during D-Day, was divided into several sectors. It was one of two Normandy beaches designated for American assault, while British and Canadian forces invaded three other beaches.



IN TROUBLE

Chaos reigns on the deck of LCI 85 just after it has been fatally hit during the invasion of France. The ship was hit by a total of 26 shells and a mine, and rolled over and sank just after transferring its troops to an assault transport.

Above: Wounded American fighters lay on stretchers, ready to be transferred. A dead soldier can be seen sprawled on deck at left.

Right: In this view of the same scene, one man can be seen clinging to a life raft at left.



teams landed a mere two minutes later. They had 30 minutes to blow up the exposed obstacles so that later assault waves would have clear channels. Then a new assault wave would arrive every 10 minutes until 9:30 a.m.

The demolition teams fared little better. The Germans killed everyone in two of the 14 teams in minutes, and the rest suffered crippling casualties. The survivors managed to blow five channels clear but the tide rose too quickly to mark them.

As the demolition teams braved enemy fire, the Coast Guard-manned LCVPs from the USS Samuel Chase, carrying 1st Division soldiers, made their way to Easy beach in three waves. As each wave lowered their ramps German machine guns and mortars opened up.

FLOTILLA 10 GOES INTO ACTION

Flotilla 10's Imlay went in with LCI 87 and, undaunted by heavy enemy fire, took station close to the shore. Throughout the most bitter period of fighting, he acted as a traffic policeman, making spot decisions on the grouping and dispatching of craft to the beach. He had a crucial role in ensuring that the craft landed on the correct beaches at their appointed times.

It was now 7:30 a.m. and, in the next hour, Flotilla 10's LCIs would become sitting ducks for German artillery when unloading troops on the Easy Red sector of the beach.

LCI 88, commanded by Lt j.g. H. K. Rigg, beached on schedule at 7:35. All Army personnel, except one wounded private, were disembarked. Prior to withdrawing from the beach four minutes later, a direct shell hit was received on the starboard side forward, killing one man and mortally wounding another man from the ship's crew. Another man was missing in action, believed to be killed by gunfire while ashore with the life-line for troops.

LCI 94, commanded by Lt. Gene Gislason, beached at 7:47 when a

few minutes later three shells hit the vessel's pilot house, killing three and disabling the ship's communications, engine telegraph and electric steering. One screw and shaft were rendered inoperative by beach obstacles. Gislason overcame these difficulties and eventually brought his ship off the beach by hand steering and on one screw.

Meanwhile in the Dog White sector, Flotilla 10 lost two LCIs in quick succession.

LCI 91, commanded by Lt. j.g. Arend Vyn, grounded at Dog White beach at 7:40 a.m. and some troops disembarked. As the tide came in, the LCI moved forward and struck a mined obstacle. Vyn backed his vessel off the beach, moved 100-yards west and ordered it in again. A German 88 mm shell

exploded in the forward troop compartment and killed everyone there. Burning men jumped into the water as the ship caught fire. Seven of its Coast Guard crew perished and 11 were wounded but the evacuation took place in an orderly manner.

LCI 92 approached the beach shortly after LCI 91 and beached in the lee of the burning ship in the hope that the smoke from its fire would help cover the landing. German shells still found their mark. An explosion ripped through the forward compartments and it burst into flame. The crew fought the fire while the disembarking troops were cut down by German machine gun fire. Shells continued to hit the LCI and the fire spread despite the crew's efforts to contain it. They fought to save their ship



GAPING WOUND

A Coast Guard infantry landing craft still flies its flag, though knocked out of the invasion, ripped open and wounded on the beaches of France. Moving in for a landing, the LCI ran afoul of an underwater obstruction, which tore a gaping hole in her bow. Then as its cargo of troops piled ashore, Nazi shells battered it out of action.

until 2 p.m. when the order to abandon ship was finally given. Eleven crewmen were wounded.

These LCIs burned throughout the day, giving off thick smoke that served as a key landmark for other allied forces approaching the coast.

By 8 a.m., German obstacles were covered by a blanket of water, invisible to the eye. Flotilla 10 LCIs succeeded in forcing their way through obstacles but lost two more boats due to shelling.

LCI 85, commanded by Lt. j.g. Coit Hendley, beached as scheduled on Easy Red beach at 8:30 a.m., found the water too deep for the troops to disembark in, moved the vessel 100 yards to the west and beached again. Seaman I/c Gene Oxley took a line down the ramp and moved into chest deep water. He made his way ashore and stood in the sand keeping a strain on the line, used as a guide by troops coming to the beach.

Ten minutes later an 88 mm shell penetrated the hull and exploded in the forward troop compartment. Fifteen troops died and approximately thirty were wounded. Since unloading was impossible under these conditions, the ship backed off the beach leaving Oxley ashore. After unloading troops to smaller landing craft, LCI 85 struck a mine and was simultaneously hit by 25 artillery shells. Listing badly, LCI 85 returned to the USS Samuel Chase and unloaded its wounded before it sank.

LCI 93, commanded by Lt. j.g. Budd Bornhoft, landed further down the beach at 10 a.m. and successfully delivered its first load of troops, but grounded on a sandbar during their second delivery and took 10 direct artillery hits.

One man was killed and 11 wounded. The men abandoned the craft on the beach.

Oxley, left behind by LCI 85, tried to get off the beach first by catching a small landing craft. This craft hit a mine as it was coming

"The 88's began hitting the ship, they tore into the compartments and exploded on the exposed deck. Machine guns opened up. Men were hit and men were mutilated. There was no such thing as a minor wound."

— Lt. j.g. Coit Hendley, USCGR,
commanding officer of LCI 85

off the beach and Oxley was forced to abandon ship for the second time. He managed to get off the beach by another small landing boat and was placed on the LCI 93. This LCI, going into the beach with its second load of troops, was caught in heavy shellfire and began to burn. It had to be abandoned and Oxley went over the side of his third ship that day. Again he managed to get off the beach and this time went on board the LCI 88, which delivered him to England.

THE BEGINNING OF THE END

When subsequent waves landed, the men found that naval gunfire had not softened German defenses.

Troops found themselves in a vulnerable position, as one third of the beach was backed by a 10-foot-high seawall, and the whole

and shingle beach but the Germans had built formidable defenses to protect this enclosed battlefield.

Just around this time small breakthroughs took place on the beach. Troops made the deadly sprint across the beach to the seawall, which offered some safety at the base of the cliff. Engineers had cleared some of the exits to enable tanks to slowly make their way on the promenade road along the seawall.

Naval gunfire now became a major factor in speeding up progress.

Navy destroyers steamed in, scraping their bottoms in the shallow water, and came to within 1,000 yards of the beach. They then blasted German fortifications at point-blank range. All along the beach, infantry pinned at the seawall were heartened by this inter-

vention. The USS Carmick provided support to tanks which had managed to get on the promenade road. The destroyer's observers followed the tanks' fire to identify targets on the bluff edge, and then used the bursts as a point of aim for

the Carmick's guns. In this way, enemy strongpoints were knocked out. By midday German fire noticeably decreased and one by one the exits were opened.

By nightfall the Americans had landed 34,000 troops but had paid



INVASION

FLEET

Coast Guard Flotilla 10 crosses the Atlantic on its way to Normandy.

beach was overlooked by cliffs 100 feet high. Enemy positions that looked down from bluffs as high as 170 feet were still active and stopped the assault at the water's edge for much of the morning. There were five exits from the sand



STORM ON THE HORIZON

A cloud of smoke from a burning Coast Guard landing craft covers Omaha Beach as this LCI noses in to debark its load of American troops.

a heavy price of 2,400 casualties for obtaining this toe-hold.

AFTERMATH

The operation succeeded mainly because of the individual acts of leadership that day on the beaches.

The Coast Guard's role in moving troops to the beaches during the assault was substantial. It had manned 99 vessels for Operation Neptune and lost more vessels that day than at any time during its history, with Flotilla 10 alone losing four LCIs (Numbers 85, 91, 92 and 93). More importantly, the rescue flotilla saved more than 400 men on D-Day alone.

In 2000, Adm. James Loy, then-

commandant of the U. S. Coast Guard, presented a unit commendation to Flotilla 10. The citation, in part, read, "Consisting of 24 Coast Guard-manned Landing Craft, Flotilla 10 distinguished itself in the face of heavy enemy fire in delivering hundreds of Allied troops and tons of equipment to Omaha Beach at the outset of the invasion. The gallant efforts of the crews of these LCIs were key to clearing channels through minefields and hedgehogs to enable the rest of the allied force to reach the beaches".

Eleven Coast Guard personnel, including Gilason, Hendley, Oxley and Vyn, received Silver Stars for their heroic actions June 6, 1944.

This 60th anniversary is an appropriate occasion to honor the memory of these heroes but also those Coast Guard personnel who died in the course of duty either in their landing craft or on Omaha beach. 🇺🇸

Nitin Shankar, 64, lives in Switzerland and is a freelance journalist.

He is also a World War II enthusiast and writes historical articles about key battles. He has visited Normandy and has written a number of articles on the subject of the D-Day landings of June 6, 1944.

This article was written on the 60th anniversary of D-Day to commemorate the Coast Guard's role during the attack on Omaha Beach.

A lot of aloha

Coast Guard pilot reaches the skies as a Big Brother to Hawaiian 3rd-grader

Story by Seaman Shannon Curtin, 14th Dist.



PLAYING IT COOL “Big Brother” Lt. Clint Trocchio and “Little Brother” Christian smile for a photo at the Kualoa Beach Park in Hawaii.

PA3 BROOKSANN ANDERSON, 14TH DIST.

Afternoon sunrays soak through the canopy of trees shading Kualoa Beach Park on the Hawaiian Island of O’ahu. Adults and children alike are gearing up for the weekend by assembling tents, unpacking supplies and snacking on fresh tropical fruit. After everything is set up, the campers will be ready to enjoy the Big Brothers, Big Sisters of Honolulu Campout. Once a year, the “Bigs” volunteer an entire weekend to enjoy beach activities and relaxation with their “Littles.”

Clint Trocchio, a Coast Guard lieutenant and C-130 Hercules pilot stationed at Coast Guard Air Station Barbers Point, was the recipient of the 2003 Hawaii Big Brother of the Year Award.

Trocchio had a full agenda working at least 50 to 60 hours per week at an air station that handles more than 300 search and rescue cases a year, but made

time in his fast-paced schedule to become a Big Brother. Although his duty schedule takes priority, for the last two years, Trocchio managed to spend several rewarding hours a week with Christian, his official “Little.”

Christian, a third-grader at Kailua Elementary School on O’ahu, has been looking forward to the BBBS Campout weekend. Held the first week of April, he was anxious to take advantage of evening campfires and swimming in the beautiful Hawaiian surf.

A typical day for Trocchio and Christian may include fishing, working on Christian’s geometry homework or making Christian’s favorite food, Hawaiian pizza. “We like to do everything together,” said Christian.

Because of his remarkable swimming talent, Trocchio was recruited by the Coast Guard Academy after his high school graduation. During his four-year



THE GOOD LIFE Christian and Trocchio canoe on the last day of the Big Brothers, Big Sisters of Honolulu Campout.

education at the Academy, Trocchio was inspired by a fellow Cadet's choice to become a "Big" through the local BBBS agency. After settling into Barbers Point, his first assignment as a pilot, Trocchio decided it was time to get involved in the local community.

"It keeps all things in perspective," said Trocchio. "It's a great way to spend my time."

Founded in 1979, Big Brothers, Big Sisters is the oldest youth mentoring organization in the United States. Through a network of 470 agencies all over the country, adult volunteers are matched with children from single-parent families. From providing guidance in daily life to visiting the zoo, "Bigs" volunteer their spare time to be role models for their "Littles."

The responsibility of being a role model is a demanding task, and finding suitable volunteers is an important concern of the BBBS. Trocchio had to endure an intensive process comprised of several applications, specialized volunteer training and extensive background checks. "It was a pretty lengthy process, but definitely worth it," said Trocchio.

The earliest a child can be enrolled in the organization is at 6 years of age, which is when Trocchio and Christian were matched. Recalling their first meeting, Trocchio laughed. "I don't have any kids of my own, so I didn't know what to do with a 6-year-old," remembered Trocchio.

Over time, as Christian opened up and they became more comfortable with each other, Trocchio began to see changes in Christian's disposition and his grades.

"At school, he has gotten better. His behavior has improved, and we don't get calls from his teacher anymore," said Trocchio.

On rare occasions, Trocchio's flight status makes it impossible for him to see Christian. Unexpected deployments can take him far across the Pacific Ocean. "I usually call just to talk to him for five minutes and let him know where I am," says Trocchio.

Although Christian understands the constraints of Trocchio's job, he is still disappointed.

"I am amazed to know how much Christian thinks about our weekends together. He is looking forward to our weekends starting on Monday," said Trocchio.

His dedication to Christian and the positive outcome it created captured the attention of Christian's grandmother and Trocchio's BBBS caseworker, Helen Aro van-Belle.

"I know he is a busy person, but he always manages to call Christian. It's a big thing for a kid," Aro van-Belle said.

Trocchio was selected as the 2003 Big Brother of the Year for Hawaii out of more than 200 volunteers. Candidates were chosen based on their entire volunteer history.

"The volunteer doesn't have to be a hero," said Rosemarie Uyehara, program services director of BBBS Honolulu. "But they must be responsible and trustworthy." Those exact qualities are what prompted Aro van-Belle to confidently nominate Trocchio for the award.



PAJ BROOKS/NAVY ANDERSON, 14TH DIST.



When Trocchio is not standing duty or hanging out with Christian, he spends more than 10 hours a week as the president of the Kailua Masters Swim Club. Being a United States Masters Swimming sanctioned club, it has more than 170 members and hosts practices, social events, ocean swims and other swimming-related activities.

On the same night as the announcement of the Big Brother of the Year, Trocchio was hosting the KMSC's annual Christmas party. "I wasn't even going to make it to the awards ceremony," said Trocchio. However, he received a phone call from the BBBS, insisting that he attend. "He was pleasantly surprised," said Aro van-Belle, whom Trocchio thanked for her support when he was presented the award.

Being a caring big brother has always come naturally to Trocchio. As an older brother to Coast Guard Lt. j.g. Lauren Trocchio, combat information center officer of the CCG Jarvis, Trocchio has always taken his mentoring role seriously.

"The fundamentals of being a friend and a sibling remain the same; be a friend, a role model and a trusting, caring human being," said Clint.

Trocchio's supervisors also recognize his extensive and generous community service. "Clint Trocchio always has a high standard at work, which makes him an effective Big Brother," said Lt. Tom Meyer, Trocchio's supervisor and an HH-65 Dolphin pilot. "It is important for people to realize the work that Coast Guard members do outside the Coast Guard is also

vital. Trocchio is a top-notch performer. It is a win-win situation for the Coast Guard."

In order to come to the BBBS Campout, "Bigs" must accompany their "Littles." If it weren't for Trocchio's enthusiastic involvement in Christian's life, Christian would not be able to attend. "Although he's now only 8 years old, Christian is an incredible teacher and he doesn't even know it," Trocchio said. "He teaches patience, forgiveness and 'aloha' (Hawaiian word for the breath of life). His family is everything, and I'd like to say I'm part of that 'ohana' (Hawaiian word for family)."

As the weekend winds down, canoeing is the last activity of the BBBS Campout. "Bigs" and "Littles" alike hurry to clean up their campsite in preparation to leave. After all the camping gear is packed into cars, Trocchio and Christian pick out their lifejackets and each grab a pair of oars from the park's boathouse. Shouts of laughter and enthusiasm can be heard from both "Bigs" and "Littles" as their canoes splash into the ocean. Sitting right behind Christian as he begins to paddle, Trocchio coaches him with words of encouragement. In the future, as Christian paddles through life, Trocchio's unwavering support will forever be his canoe keeping him afloat. 🐬

BOYS WILL BE BOYS "Big Brother" Lt. Clint Trocchio and "Little Brother" Christian play in the sun and surf at Kualoa Beach Park in Hawaii.



SN SHANNON CURTIN, 14TH DIST.



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Small Stuff

Naval Intelligence Essay Contest

Aug. 1 is the deadline for the annual Naval Intelligence Essay Contest sponsored by the Naval Institute, the Naval Intelligence Foundation, and the Naval Intelligence Professionals.

This contest is open to anyone, and the winning essay is published in the February issue of Proceedings. Essays should not exceed 3,500 words and may pertain to any subject relating to naval intelligence or intelligence support to naval or maritime forces.

Direct entries to: Naval Intelligence Essay Contest, Naval Intelligence Professionals, P.O. Box 9324, McLean, VA 22102-0324.

Entries submitted electronically should be sent to navintproessays@aol.com.

The Naval Intelligence Professionals select the top three essays. The Naval Institute Editorial Board selects the winning essay.
Naval Institute

Military Donation Programs

The Department of Defense announced today that any

American can now help deployed troops call home.

The Defense Department has authorized the Armed Services Exchanges to sell prepaid calling cards to any individual or organization that wishes to purchase cards for troops who are deployed. The "Help Our Troops Call Home" program is designed to help servicemembers call home from Operations Iraqi Freedom and Operation Enduring Freedom.

Anyone wishing to donate a prepaid calling card to a military member may log on to any of the three Armed Services Exchange Web sites:

The Army and Air Force Exchange Service at <http://www.aafes.com/>

The Navy Exchange Service <http://www.navy-nex.com/>

The Marine Corps Exchange <http://www.usmc-mccs.org/>

Click the "Help Our Troops Call Home" or "Help Our Sailors Call Home" link.

The cards available through this

program never expire, and there are no added charges or connection fees.

Individuals and organizations can also show their support to deployed troops and their families with gift certificates.

The "Gift of Groceries" program allows anyone to purchase commissary gift certificates at <http://www.commissaries.com> or by calling toll free 1 (877) 770-GIFT.

Also available are "Gift From the Homefront" gift certificates for merchandise at the above Exchange Web sites or phone number.

Prepaid calling cards may be purchased for an individual at his or her deployed address. Gift certificates may be purchased to be mailed to servicemembers and family members. Either can be distributed to a random servicemember deployed or hospitalized.

Only authorized commissary and exchange patrons may redeem the gift certificates at military commissaries and exchanges, including those stores supporting deployed personnel around the globe.
DOD

BRAVO ZULU



Station Chatham Crewman Named Top Coast Guard Coxswain — BM1 Jason Cross was named as the Coast Guard's Most Outstanding Coxswain in 2003 for his performance of duties while stationed at Coast Guard Station Chatham, Mass., at a ceremony April 28.

Cross, of Wilmington, Vt., was selected as the winner of the 2003 Cmdr. Ray Evans Outstanding Coxswain trophy for his exemplary performance and superior technical, professional, leadership and seamanship abilities as a Coast Guard coxswain.

BMCS Stephen Lutjen, Station Chatham's officer in charge, credits Cross' success to hard work, his extensive knowledge of the area and superior leadership skills.

"There's nothing that goes on here

that he doesn't know how to handle," Lutjen said. "He leads by example. His crew follows him because he's there working with them. They try to keep up with him."

Cross reported to Station Chatham as a seaman apprentice fresh from Coast Guard basic training in 1997, and entered the Surfman training program in 2001 as a BM2.

Cross said he thought it was a joke when he found out he'd won the award. He didn't even know he'd been nominated.

"The crew and the station really deserve this award more than I do," Cross said. "The crew just makes the coxswain look good. They do all the work. I just drive the boat."

Story by PA1 Amy Thomas, 1st Dist.

Greetings from Sector San Diego



COAST GUARD PHOTO

Located literally across the street from the San Diego Airport, Sector San Diego began with the early development of the city when Lindbergh Field, named in honor of the famous trans-Atlantic aviator, opened late in 1934 on the Pacific Highway.

Today, Sector San Diego is comprised of multiple commands reflecting the Coast Guard's various missions. Assets used to accomplish these tasks include three HH-60 helicopters, two 110-foot and 87-foot cutters, small boats, aids to navigation, and personnel overseeing marine safety inspections.

Leadership from Sector San Diego is spearheading ground-breaking intergovernmental cooperatives that will increase maritime security in the region while minimizing duplication of resources. Partnerships with other local, state and federal law enforcement authorities have become a model for success that are to be duplicated in other high-traffic and high-security harbors across the country.

The command is responsible for Coast Guard operations from the Mexican border to north of San Mateo Point, and offshore as far as 200 miles. Team Coast Guard in San Diego consists of 230 Active Duty, 150 Reservist, and 700 volunteer Auxiliary members.

Off-duty life is a dynamic mix of leisure and action. Many people stationed at Sector San Diego argue that the quality of life is

unparalleled anywhere else in the Coast Guard. With a mild, year-round Mediterranean-like climate, miles of pristine beaches, and lofty mountain ranges nearby, the area is an outdoor enthusiast's dream. Entertainment options are just as broad, with opportunities to visit Disneyland in Anaheim, Calif., the world famous San Diego Zoo or spend the afternoon strolling the streets of nearby Tijuana, Mexico, for a day of shopping. Sports fans have the choice of all professional major league events or can choose from many of the nationally ranked local universities in the area.

Regardless of your reasons, living and working in San Diego will be one of the more rewarding opportunities of your Coast Guard career.

Visit our Web site: www.uscg.mil/d11/sandiego
Story by BM1 Michael Collins, USCGR

Housing

The popularity of the San Diego area makes it one of the more expensive places to live in the United States. San Diego has limited on-base facilities for unmarried service members, while BAH is adjusted to account for higher than average rental rates on the economy.

Facilities

Numerous military installations are available in the area with accompanying commissaries, exchanges, workout, leisure and complete MWR facilities.

Education

Education opportunities are available at nearby University of California San Diego, San Diego State University, and the San Diego Community College District. The base ESO also can assist with your educational needs.

Weather

There is sunshine most of the year here, though June can be gloomy. Summer is mild and spring is cool. The coastal climate is generally mild, but inland temperatures can get uncomfortably warm. January temperatures range from 47 degrees F at night to 63 degrees during the day. August is the warmest month, when the high temperatures average 74. Average annual rainfall is 10 inches.

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

HATS OFF

Graduating cadets toss their covers in the air to celebrate their graduation at the Coast Guard Academy Commencement May 19.

Photo by Cadet Michael Manuel,
Coast Guard Academy

