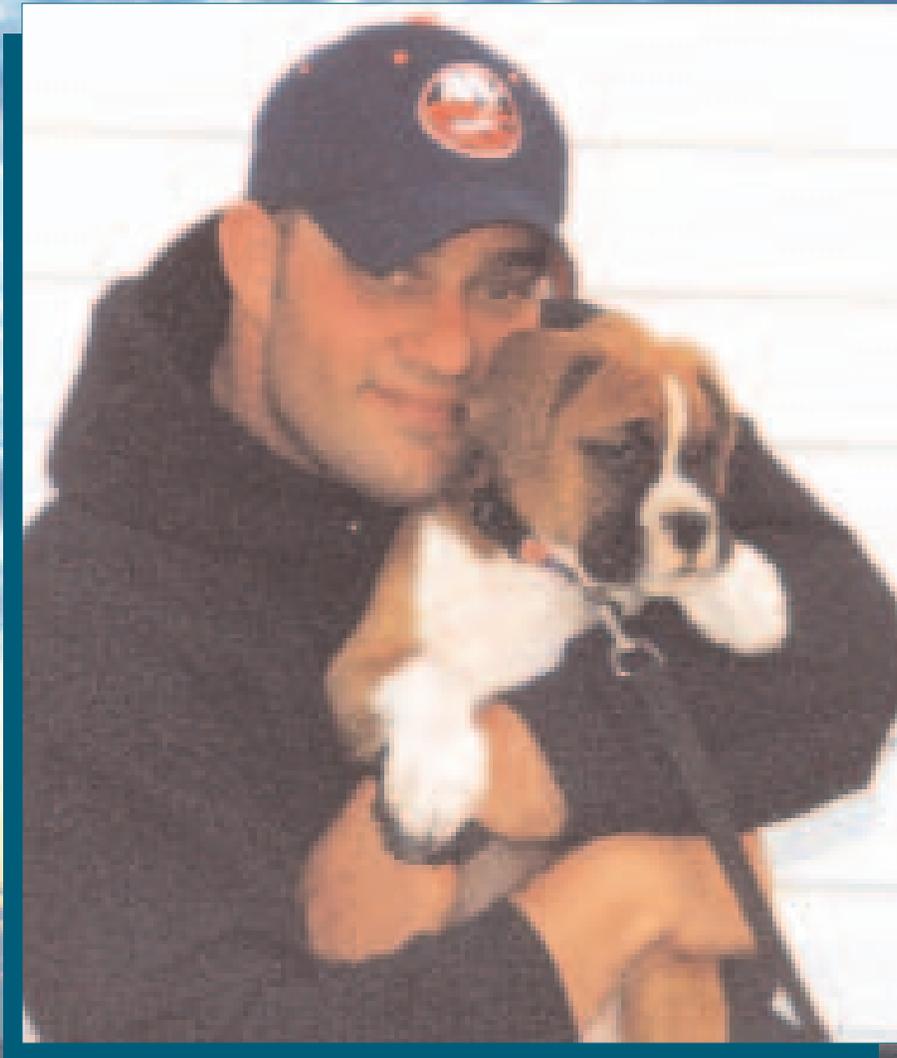


Coast Guard



May
2004

Shield of Freedom



DC3 NATHAN BRUCKENTHAL
1979-2004

Teamwork in Iraq



Unique Tunnel



Bird Discovery

Heroes

The world's best Coast Guard

BM3 JOSEPH RUGGIERO

BM3 Joseph Ruggiero received the Purple Heart May 5 in Miami for injuries sustained by terrorist activity while defending the Khawr Al Amaya Oil Terminal in Iraq April 24.

Ruggiero was part of a seven-person inspection team of Coast Guard and Navy members who were attempting to board an Iraqi smallboat. The smallboat exploded and the men were thrown into the water.

Once he surfaced, Ruggiero noticed that the life preserver of his wounded friend, DC3 Nathan Bruckenthal, failed to auto-inflate. Ruggiero swam to assist his friend and inflated his preserver. Bruckenthal, of Smithtown, N.Y., later died from his sustained injuries.

Ruggiero, 23, from Revere, Mass., and Bruckenthal are the first

Coast Guard recipients of the Purple Heart since the Vietnam War. Vice Adm. James Hull, Coast Guard Atlantic Area commander, presented the award to Ruggiero.

Ruggiero was assigned to Law Enforcement Detachment 403 from Tactical Law Enforcement Team South in Miami, and was deployed to Coast Guard Patrol Forces Southwest Asia at the time of the incident.

"In a time when our country has been attacked and needs us most, I'm honored to stand with my fellow shipmates defending our nation," said Ruggiero in October, after being nominated for a USO award given to junior service members serving overseas. "I feel that I am fulfilling my civil duty for my country and am proud that I am working as part of the Shield of

Freedom."

Ruggiero also reenlisted in the Coast Guard for four years May 2 on the forecandle of the USS Firebolt, one week after being wounded and the day after returning to Bahrain from the hospital in Kuwait where he was treated for his injuries.

The Purple Heart was established by Gen. George Washington at Newburgh, N.Y., on Aug. 7, 1782, during the Revolutionary War. The Purple Heart is awarded in the name of the President of the United States to any member of an Armed Force or any civilian national of the United States who has been wounded or killed in action.

PA2 Anastacia Burns, 7th Dist.



PA3 SANDRA BARTLETT, 7TH DIST.

Coast Guard

U.S. Department of Homeland Security



Homeland Security

May 2004

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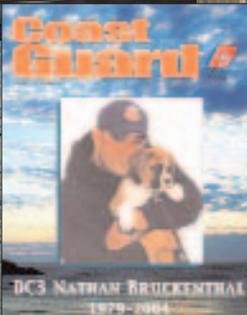
CGC Rush crewmembers find two dozen red-footed booby birds while conducting an at-sea boarding.

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



ON THE COVER

A photo of DC3 Nathan Bruckenthal, who was the first Coast Guardsman killed in action while serving in support of Operation Iraqi Freedom.

Photo provided by Patti Bruckenthal





UP FRONT



UP FRONT

TAPS FOR A HERO

Coast Guard Auxiliariist Paul Deafenbaugh plays taps during the funeral of DC3 Nathan Bruckenthal at Arlington National Cemetery May 7.

PHOTO BY PA1 JOHN GAFFNEY,
PRESIDENTIAL INAUGURAL COMMITTEE



UP FRONT

A HERO'S MARCH

Pall bearers carry the casket of DC3 Nathan Bruckenthal during his interment ceremony May 7. Following the pall bearers is Patti Bruckenthal, Nathan's wife. Bruckenthal was the first Coast Guard casualty in Operation Iraqi Freedom.

PHOTO BY PA1 SARAH FOSTER-SNELL, CG ACADEMY





CGC Midgett crew breaks giant record



Left: BM1 Michael Farmer helps secure bales of cocaine for offloading.
Top: Smallboat crewmembers wave blocks of cocaine to the CGC Midgett to prove their find.
Right: GM2 Kristen Werner, stands watch over bales of seized cocaine.



Seattle, March 23 — The crew of the Seattle-based CGC Midgett seized more than 29,000 pounds of cocaine with an estimated street value of \$264 million during its last patrol.

The crew broke the record for the most cocaine seized by a Coast Guard cutter on a single patrol.

The seizure was spread between three separate cases, and included the assistance of the Drug Enforcement Agency, U.S. Immigration and Customs Enforcement, and the U.S. Attorney's office in prosecuting the offenders. In each case, the cocaine was confiscated and the suspects were transferred to U.S. authorities for prosecution at the earliest availability.

On Feb. 21, crewmembers on the Midgett boarded the 60-foot fishing vessel Don Isaac after a U.S. Immigration and Customs Enforcement P-3 aircraft spotted it 325 miles south of Acapulco, Mexico. Once aboard, 214 bales of cocaine were found. Each bale weighed approximately 50 pounds, for a total 10,700 pounds. The eight suspected smugglers on the Don Isaac were detained aboard the Midgett. Later, the cutter's embarked helicopter located two go-fast boats 325 miles south of Acapulco. The CGC Active deployed its Stingray helicopter, which intercepted the two go-fast boats as they attempted to flee the scene. The six smugglers aboard the go-fasts were transferred from the Active to the Midgett once

on scene. All suspects were then turned over to federal authorities with samples of the cocaine for prosecution in Tampa, Fla.

On Feb. 27, the Midgett intercepted another 60-foot fishing boat 400 miles northwest of the Galapagos Islands. After inspection, the San Juanero yielded 197 bales of cocaine weighing approximately 50 pounds each, for a total of 9,750 pounds. The eight men aboard were transferred to the Midgett where they were turned over to the federal authorities.

On March 12, the Midgett intercepted the 10-foot fishing vessel Grichi approximately 250 miles southwest of the Galapagos Islands. Again, after inspection, 134 bales of cocaine were found, weighing approximately 8,576 pounds. The eight men aboard were detained as suspected smugglers and turned over to the federal authorities when the Midgett returned to Seattle.

The Midgett's crew received a Coast Guard Unit Commendation for their outstanding performance of duties, presented by the 11th District Commander, Rear Adm. Kevin Eldridge.

Story by Fireman Mario Romero, Station San Francisco and photos by PA3 Dave Hardesty, PADET San Pedro

Coast Guard

America's
Shield of Freedom

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Vice Adm Thomas J. Barrett

Vice Commandant

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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CG forces in Haiti assist locals

PORT AU PRINCE, Haiti, March 21 — Crews from the CGCs Thetis and Nantucket and members of Coast Guard Maritime Safety and Security Team 91104 joined forces here today to assist Haitian orphans and the Haitian coast guard.

More than 50 Coast Guardsmen deployed here in support of Operation Able Sentry volunteered their time to feed 65 local orphans and to aid the Haitian coast guard with maintenance and engineering projects at the Killick coast guard base. The Killick base is the Haitian coast guard's largest facility and was damaged during the rebel uprising earlier this month.

"We are fortunate to be in a position to help the local kids, if only just a bit," said Lt. Timothy Newton, engineering officer on the Thetis. "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."

The U.S. Coast Guard is serving in Haiti as a part of an international coalition formed to restore order to the nation following the



Haitian orphans line up for lunch with Coast Guardsmen stationed in Haiti.



Seaman Mickey Miranda, from the CGC Thetis, shares a laugh with a Haitian orphan.

ousting of President Jean-Bertrand Aristide in February. Coast Guard forces have secured the waterways into and around Haiti while international ground forces have secured the nation's capital and major cities.

The Thetis, a 270-foot medium endurance cutter, and the Nantucket, a 110-foot patrol boat, are both homeported in Key West, Fla. Maritime Safety and Security Team 91104 is a deployable law enforcement and port security team stationed in Galveston, Texas.

Story by Lt. j.g. Drew Collinson, CGC Thetis

WEBHOT!



www.uscg.mil/pacarea/polarsea/home.htm

The CGC Polar Sea is one of only two 399-foot polar icebreakers in the Coast Guard. It's one of the world's most powerful non-nuclear icebreakers and its area of operation spans the globe. The Polar Sea Web site is a great tool to tell the crew's unique story.

Overall, the site is streamlined and user-friendly. Links to a plethora of useful information are located on the left side of the page.

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



Visitors to the site can get home port information as well as facts about the cutter and current news.

There is also a link to photos so Web surfers can check out the crew at work and play.

Additionally, the Deep Freeze 2004 link brings visitors to a detailed journal of the cutter's involvement and adventures during the patrol.

Finally, there is a science link where cruise manual planning appendixes are available.

The Polar Sea Web site is clean and comprehensive and definitely worth a mouse click, so check it out!

New Digs

NEW ORLEANS, March 27 —

The newly recommissioned CGC Matagorda, the first 110-foot cutter to make the Deepwater transformation to 123 feet, moored at Integrated Support Command New Orleans. The crew of the Matagorda made a brief stop in New Orleans on the way to their homeport in Key West, Fla.

Photo by PA3 John McCool, 8th Dist.



Around the world, around the clock

The Coast Guard in Seattle joined with First Book to distribute nearly 50,000 books to children of low-income families April 16 at Integrated Support Command Seattle's Pier 36. First Book is a nonprofit organization created to provide books to children of low-income families, giving children the opportunity to read and own their first new books.

A team of four marine inspectors from Coast Guard Activities Europe in Rotterdam, the Netherlands, deployed to Nigeria from March 4-13, to conduct safety and security inspections on 16 U.S. flag ships operating there.

The Coast Guard in Washington D.C. April 15 announced the establishment of an international port security program that will help the United States and its maritime trading partners better protect the global shipping industry. Through the program, the Coast Guard will facilitate the implementation of security improvements in ports around the world. The Coast Guard plans to begin the program with visits to countries this summer and fall.

An HU-25 Falcon jet crew from Aviation Training Center Mobile, Ala., located two missing boaters aboard their capsized sailboat about 60 miles southeast of Cape San Blas, Fla., April 15. Coast Guard rescue crews from Station Panama City, Fla., the CGC Bonito, Aviation Training Center Mobile, Air Station New Orleans and Air Station Clearwater, Fla., searched for more than 40 hours in an area extending more than 100 miles to locate the missing father and son.



The CGC Thetis seized 960 pounds of marijuana off Haiti's southern coast April 3. The Thetis requested permission by the Haitian government to pursue a suspected smuggling boat into Haitian territorial seas. During the pursuit, the smugglers tossed nine bales of marijuana overboard before finally stopping two miles off the coast of Haiti.

FY'04
By the numbers
compiled April 14

LIVES SAVED: 2,215
SAR cases: 17,918
Marijuana: 16,324 pounds
Cocaine: 55,618 pounds
Migrants: 2,403

Source: G-IPA-2

Historic retirement held at CG Headquarters

WASHINGTON, D.C., April 14
The first African American female to retire from the Coast Guard as a commissioned officer was honored at a ceremony at the Women in Military Service for America Memorial in Arlington, Va., today.

Lt. Cmdr. Rhonda Fleming-Makell retired after 20 years of service to the Coast Guard. Her final assignment was as a law enforcement specialist within the office of law enforcement at Coast Guard Headquarters. She was responsible for developing law enforcement policies, managing several homeland security initiatives, law enforcement schools, law enforcement councils and maintaining a budget of \$1 million.

Throughout her career Fleming-Makell also served as a general law enforcement officer, a human relations counselor, an assistant special services officer, deputy officer responding to search and rescue, law enforcement and marine safety emergencies, operations officer at the Coast Guard Command Center in Washington D.C., assistant operation officer in Miami, chief of district personnel, and as a law enforcement specialist at Coast Guard Headquarters.

According to her husband, Lt. Cmdr. William Makell, Jr., from the office of command and control architecture at Coast Guard Headquarters, his wife plans to stay home and write after her retirement. In addition, the Makells' have three children: Branden, 14, William 6, and Selena, 4.

Story and photo compiled from American Force Press Service by Rudi Williams



Lt. Cmdr. Rhonda Fleming-Makell poses with her family during a retirement ceremony to honor her as the first African American female to retire from the Coast Guard as a commissioned officer.

Air Station Sitka helps tests homeland security in Unified Defense 04

JUNEAU, Alaska, Feb. 21
Air Station Sitka participated in Unified Defense 04, a week-long homeland security training exercise held here to improve security in Alaska.

The exercise involved all the branches of the Armed Forces, the Alaska Joint Terrorism Task Force, and other federal and state law enforcement agencies.

The drill began with simulated reports of bomb threats and increased terrorist activity in the lower 48 states. The focus transitioned to Alaska after an imagined trial of Al-Qaida terrorists was moved to Juneau and various simulated explosions of unknown origin occurred there.

Air Station Sitka's contribution to Unified Defense 04 involved deploying two of its three HH-60 Jayhawk helicopters to Juneau. They also provided a pilot to act as the



AIR STATION SITKA PHOTO

The crew of a Jayhawk helicopter from Air Station Sitka conducts a vertical insertion deployment of seven members of MSST 91103 to the deck of the Alaska Marine Highways System ferry Malaspina.

air liaison in the Unified Command Center. During the drill, the air station worked with the Maritime Safety and Security Team 91103 of San Pedro, Calif., on perfecting procedures for conducting vertical insertions, like fast roping, out of a hovering Jayhawk helicopter.

Ensign Lisa Aguirre,
Air Station Sitka



ON THE ROCKS

JUNEAU, Alaska, April 20 — Coast Guard rescuers from Station Juneau assisted a crewman aboard the fishing vessel Tar Baby after it grounded near Battleship Island, Auke Bay, Alaska.
Coast Guard Photo

Typhoon Sudal, earthquake wreak havoc on

CG gives humanitarian aid to people of Yap

HONOLULU, April 7 — A Coast Guard C-130 Hercules airplane crew from Coast Guard Air Station Barbers Point deployed today to transport much-needed emergency supplies to the island of Yap after it was hit by Typhoon Sudal.

Approximately 400-miles southwest of Guam, Yap is a small, tropical island of Micronesia made famous by its beautiful diving reefs and yearly influx of giant manta rays. Typhoon Sudal hit the small island with strong, 150 mph winds and left most of the island's 6,000 residents without shelter, food, water or medical supplies.

The Governor's Disaster Command Center on Yap estimated that approximately 85 percent of the homes were damaged or destroyed and approximately 95 percent of the island's crops were gone. Just one day after the typhoon hit, Yap was dealt another blow in the form of an earthquake that had a measured magnitude of 5.8.

The Coast Guard worked closely with the Air Force, Federal Emergency Management Agency, and the Army to provide humanitarian assistance by transporting bottled water, generators, tarps, and other emergency relief supplies.

Story and photos by PA2 Erica Taylor, 14th Dist.



Left: A Yapese girl plays in the rubble that was once her home.

Below: The Seahawk, a popular tourist restaurant ship on Yap rests on the side of the road after Typhoon Sudal hit the island.



A Coast Guard C-130 crew prepares an airplane to take emergency relief to the people of the small tropical island Yap.

AF chief master sergeant named honorary CG master chief petty officer

PETALUMA, Calif., April 14 — At the Coast Guard Chief Petty Officer Academy graduation here today, Air Force Chief Master Sgt. Gerald Murray was named an honorary Coast Guard master chief petty officer.

Murray spoke at the ceremony to salute four airmen who were graduates.

“What a great honor to be recognized by this sister service,” Murray said. “It gives us great encouragement to see how an organization such as our Coast Guard has stood the test of time and evolved to meet the demands of the world today. It was a big honor to come here and be part of their service.”

During his remarks, Murray emphasized the importance of capitalizing on each other’s strengths in today’s dynamic security environment.

“Joint education allows us to learn more about each other’s culture, heritage, organization and language in an academic environment,” said Murray. “We then can take what we learned and apply it in joint operations, in the field or operational environment.”

Master Chief Petty Officer of the Coast Guard Frank Welch was also at the graduation festivities.

“Not any single service has all the responsibilities to protect American interests to the degree we can jointly,” Welch said.

The academy reserves 30 slots a year for Air Force senior noncommissioned officers. About 10 Coast Guard chief petty officers attended the Air Force Senior NCO academy at Gunter Annex, Ala.

For the airmen attending the Coast Guard CPO Academy, the experience was memorable, said Master Sgt. Kevin Curl, first sergeant for the 366th Component Maintenance Squadron at Mountain Home Air Force Base, Idaho.

Curl said, “The opportunity to work with the Coast Guard here has been the best thing I’ve ever done. When I was asked to attend, I didn’t hesitate to say yes.”

Story and photo by Senior Airman Alice Moore
60th Air Mobility Wing Public Affairs



YNCM Tim Bensley, from the CPO Academy congratulates Air Force Master Sgt. Gerald Murray for becoming an honorary Coast Guard master chief.



The seaman apprentice who could

CHICAGO, March 19 — Seaman Apprentice Nicholas Cimarossa tightens down the battery pocket on a large lighted buoy while underway on the CGC Acacia here. The Acacia was in the Chicago area to check and replace buoys for the 2004 Great Lakes shipping season. The Acacia is a 180-foot sea going buoy tender built in 1944 and homeported in Charlevoix, Mich.
Photo by PA1 Paul Roszkowski, PADET Chicago

Polar Star returns home

SEATTLE, April 13 — The CGC Polar Star returned to its homeport here today after a five-month deployment in support of Operation Deep Freeze 2004.

Operation Deep Freeze supports the U.S. Antarctic Program and the National Science Foundation by transporting scientists and ice-breaking in order to re-supply the world’s southern-most science stations.

As a result of the Polar Star’s efforts, more than eight million gallons of fuel and 11 million pounds of cargo were safely delivered to the McMurdo Research Station and South Pole Station, which depend on these supplies to operate.

Story by PA3 Mike Zolzer, 13th Dist.



The PacArea Strike Team and MSO San Francisco help guide the barge Monarch through a narrow slough for removal.

CG removes barge from future wildlife preserve

SHAG SLOUGH, Calif., Feb. 28 — The Coast Guard removed an abandoned barge here today that was the cause of an oil spill spanning nearly two miles of the Northern California Delta.

The Monarch was removed from an area of the California Delta that is earmarked as a future wildlife preserve through the combined efforts of Marine Safety Office San Francisco Bay, Pacific Area Contracting and Legal Staff, Pacific Area Strike Team, San Francisco Vessel Traffic Service, Coast Guard Station Rio Vista, Air Station San Francisco, the National Pollution Response Center, and Coast Guard Headquarters.

The removal of the Monarch culminated five months

of preparation and approximately \$2.7 million in cost from the Oil Spill Liability Trust Fund.

The abandoned Monarch sank in Shag Slough, Sept. 7, 2003, and discharged an estimated 1,000 gallons of oil and a small quantity of household hazardous waste into Delta waters affecting 1.8 miles of Delta shoreline and wildlife. Once the vessel was refloated, an additional 3,000 gallons of oil were removed.

MSO San Francisco Bay suspected that the barge had been used as an illegal dumpsite for hazardous waste for a number of years, said Lt. Jesse Stevenson, chief of marine environmental response for the MSO.

The Coast Guard hired a contractor, and with assistance from the California Department of Fish and Game's office of oil spill prevention and response ensured proper steps were taken to mitigate the pollution.

Salvage and recovery is not routinely a Coast Guard mission, but because of the environmental hazard the Monarch posed, the MSO worked with the 11th District contracting office to solicit bids from commercial contractors. After receiving permission from the commandant to salvage and dispose of the barge, the contract was awarded on Feb. 10, 2003 to FOSS/NRC Environmental to remove and dispose of the derelict vessel, Stevenson said.

After the project was completed March 6, 2004, approximately 700 tons of scrap metal, 500 tons of wood, and an additional 1,200 gallons of mixed waste oil were recycled or disposed. The total amount of oily product recovered from the barge and removed from the Delta waterway was estimated to be more than 4,200 gallons.

Story and photos by PA3 Clare Maranda, PacArea public affairs



A 44-foot Motor Life Boat gets underway during a boat commissioning ceremony for the Yemen coast guard authority.

USCG delivers boats to Yemen coast guard

ADEN, Yemen April 7 — The U.S. Coast Guard gave the Yemen coast guard authority eight formerly decommissioned boats in a ceremony here today.

The YCGA received the boats to serve as a foundation for the fleet. The U.S. Coast Guard refitted the boats and delivered them to Yemen.

Additionally, U.S. Coast Guard Mobile Training Teams traveled to Yemen during the past 18 months to provide training for members of the recently established YCGA in such skills as small boat handling, engineering maintenance and engi-

neering administration. Selected members of the YCGA were also sent to the United States where they were trained by Coast Guard instructors to become trainers back in Yemen.

The mission of the YCGA will focus on maritime security and counter-terrorism. The project to assist the YCGA began when the service was founded in February 2002 and should be completed by September 2004.

Story and photo by PA1 Matthew Belson, CG Forces Southeast Asia

CG, HENAAC sign MOU

WASHINGTON, D.C., Feb. 18 — Coast Guard Commandant Adm. Thomas H. Collins and Ray Mellado, chairman of the board and founder of the Hispanic Engineer National Achievement Awards Corporation signed a Memorandum of Understanding at Coast Guard Headquarters here today.

The MOU outlines specific actions that each will take to improve the Coast Guard's accessions programs for minorities and particularly Hispanics. HENAAC will help promote the Coast Guard at its annual conference and showcase Coast Guard Hispanic engineers, scientists, and other technical experts, as well as engineering programs and initiatives in their TECHNICA Magazine.

Together the Coast Guard and HENAAC will initiate local programs to promote diversity, demonstrate command leadership, correct civilian workforce imbalances and promote affirmative outreach in the community.

Story by Cmdr. Joanna Nunan, G-H



PA2 FAYO ELAVIN, G-IPA-1

Adm. Thomas H. Collins and Ray Mellado, chairman of the board and founder of the Hispanic Engineer National Achievement Awards Corporation sign an MOU at Coast Guard Headquarters Feb. 18.

Cypress Home

MOBILE, Ala., Apr. 22
FS2 Rob Fleenor reunites with his children, Rayanna and Brandon, as he returns from deployment aboard the CGC Cypress today. The Cypress crew returned to its homeport of Coast Guard Base Mobile, Ala., after a two-month deployment to Haiti.

Photo by
PA2 Kyle Niemi,
8th Dist.



HAIL THE QUEEN

NEW YORK, April 22
A Coast Guard patrol boat from Station New York on Staten Island provides security for the Queen Mary II, the largest cruise ship in the world, as it makes its way up New York Harbor on its maiden voyage today. Security vessels and aircraft surrounded the Queen Mary II on its way to pier 92 in Downtown New York City.

Photo by PA1 Tom Sperduto,
PADET New York



PHOTO PROVIDED BY LEDET 203

A HERO AND A FAMILY MAN *Top:* DC3 Nathan Bruckenthal while in the Middle East in support of Operation Iraqi Freedom. Bruckenthal is the first Coast Guardsman to die in combat since the Vietnam War. *Right:* Coast Guard Commandant Adm. Thomas H. Collins offers words of comfort while presenting the national ensign to Patti Bruckenthal, DC3 Nathan Bruckenthal's widow, during a memorial service in Arlington, Va., May 7.



PA1 SARAH FOSTER-SNELL, CG ACADEMY

REM



REMEMBERING A HERO

**Story by Jonathan Martin, Seattle Times Staff Reporter
Copyright 2004 Seattle Times Company. Used with permission**

From his remote Coast Guard post at Neah Bay, Nathan Bruckenthal, a transplanted New Yorker, took 9-11 personally. He flew home three times to help bury the dead and feed rescuers. On his final trip, he stripped off his Coast Guard T-shirt and left it on the rubble.

Then Mr. Bruckenthal cut short his tour of duty at Neah Bay to get more intense law-enforcement training.

He wanted to fulfill what his commanding officer, CWO Mike Tumulty, called Mr. Bruckenthal's mission to be a "patriot, warrior and hero."

"When those twin towers were destroyed, he was very passionate to fight the war on terrorism," said Tumulty. "His sacred ground was forever ruined."

On April 24, Mr. Bruckenthal, 24, died along with two Navy servicemen when suicide bombers attacked a



PHOTO PROVIDED BY LEDET 203

“EVERYBODY’S HUMANITARIAN” *Top:* A photo of Bruckenthal while in the Middle East as part of Operation Iraqi Freedom. *Below:* Bruckenthal and his wife Patti share some dessert during a lighthearted moment.

pumping station they were guarding in the Persian Gulf. He was the first Coast Guard member to die in combat since the Vietnam War.

The son of a police chief in a New York suburb, Mr. Bruckenthal was known as a tireless volunteer during the two years he spent at Neah Bay, from 2001 to 2003. Mr. Bruckenthal worked as a reserve police officer, firefighter, emergency-services responder, assistant football coach and mentor to young Makah Indians.

The Makah responded Friday with a memorial ceremony that incorporated all of Mr. Bruckenthal's roles. Tribal chairman Ben Johnson presented gifts to Coast Guard members to deliver to Mr. Bruckenthal's wife, Patti, who is three months pregnant: a hand-painted oar and a traditional wool blanket symbolic of the tribe's protecting embrace.



PHOTO PROVIDED BY CWO MIKE TIMMITY, STATION NEAH BAY

“He freely gave of his time and didn't ask nothing for it,” said T.J. Green, chief of the tribal police. “He gave unconditionally to this community.”

Mr. Bruckenthal's older sister, NoaBeth Bruckenthal, said her brother's time among the Makah was formative. He defended the Makah's controversial decision to renew their traditional whale hunts, for example, and he made an oar for a family friend as a wedding gift.

“I know he was grateful for the things he grew to know out there — to open your heart to new people and cultures,” said his sister, of Ashburn, Va. “He had tremendous respect and wanted to help out in any way you could.”

Nate and Patti Bruckenthal most recently lived near the Coast Guard Air Station in Opa-Locka, Fla., but the couple was considering returning to the waters and mountains of the Pacific Northwest that he loved, his sister said.

Mr. Bruckenthal, who enlisted in the Coast Guard six years ago, served as a damage-control officer, requiring him to use his skills as a carpenter and welder to fix boats in the heat of combat.

But he hungered for more action, volunteering for a hazardous rescue on the Strait of

Juan de Fuca and responding to 50 emergency-services calls as volunteer, Tumulty said.

“Nate was everybody's humanitarian,” said Tumulty. “He was into the mission and going out to rescue people.”

Mr. Bruckenthal and his wife also were both active in the Makah community, though neither was a tribal member. When they first met, she was working in a Makah special-education program through her college. He proposed on scenic Bowman Beach near the reservation. They married at the Space Needle on St. Patrick's Day, 2002.

He first served in Iraq last year and decided to return for a second three-month tour in March. Despite his enthusiasm for his mission, he e-mailed a family friend recently to say he was growing anxious. “He basically said he was scared, not knowing if this was going to be his last day,” friend Robert Engelbert told New York's Newsday newspaper.

Mr. Bruckenthal's remains were transported to Dover Air Force base in Delaware before burial, which occurred May 7 at Arlington National Cemetery in Virginia.

Other survivors include his father, Eric, of Northport, N.Y.; and his mother, Laurie Bullock of Ashburn, Va.



PAYING RESPECTS *Top:* Mourners take part in a candle light vigil memorializing DC3 Nathan Bruckenthal near Station Neah Bay in Washington. *Bottom:* Pall bearers fold the national ensign during DC3 Nathan Bruckenthal's memorial service in Arlington, Va., May 7.



PHOTO PROVIDED BY CWO MIKE TUMULTY, STATION NEAH BAY



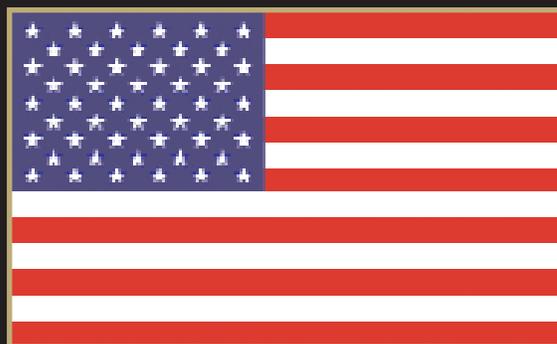
PA2 FAYO EI-AWIN, G-IPA

Co



MING TOGETHER

COAST GUARD CONDUCTS FIRST
JOINT OPERATION WITH
BRITISH, IRAQIS AND U.S. NAVY



Story and photos by PA1 Matthew Belson,
CG Forces, Southeast Asia

The Coast Guard conducted its first combined operation with Iraqi and British forces while conducting a search of a vessel suspected of smuggling oil in the Iraqi port of Umm Qasr March 10 and 11.

Members of Law Enforcement Detachment 203, currently deployed aboard the USS Chinook operating in the North Arabian Gulf, conducted a dockside boarding of a 250-foot container ship with false or conflicting claims of registry and a prior history of smuggling oil.

A team from the Royal Marines, Royal Navy and the newly formed Iraqi Riverine Patrol Service provided security while four

members of LEDET 203 searched the vessel. During the search, they located two hidden access panels for two large storage tanks on the port bow and one on the starboard.

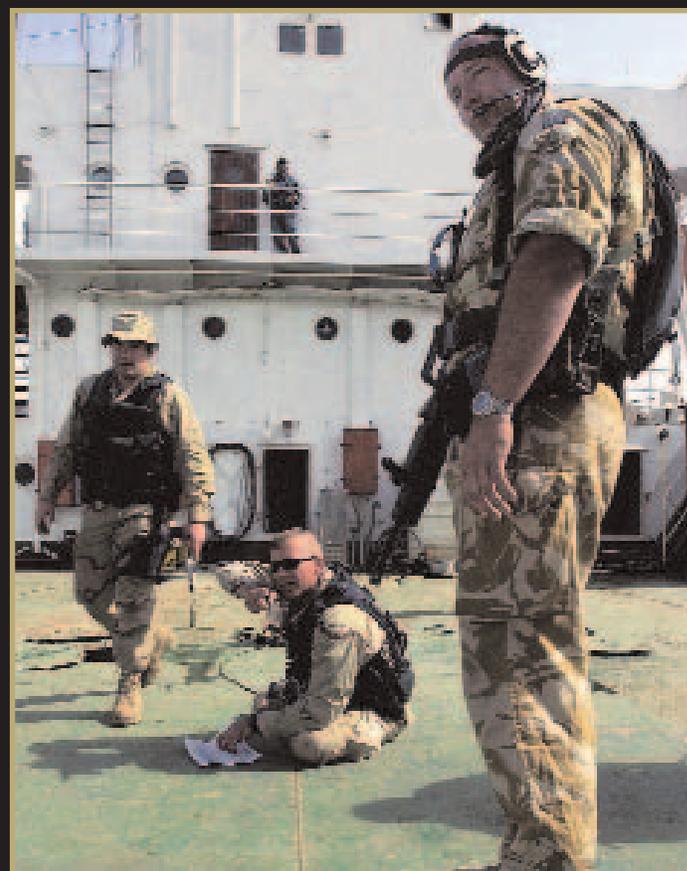
"When we were taking soundings and measurements from the deck, we knew there was a space there," said MK3 Matt Liptak of LEDET 203.

The captain of the vessel initially told the boarding team there was no access to the two forward tanks and claimed they were used as ballast. However, once the access panels were discovered and the compartment was tested to be safe and ventilated, samples taken by the LEDETs

COLIN HAWKINS, TONY STONE IMAGES



ALL FOR ONE *Top:* Royal Marine Rory Macpherson (L) and DC2 Brian Callon (c) of LEDET 203 discuss plans to search a 250-foot container ship suspected of oil smuggling while a member of the newly formed Iraqi Riverine Patrol Service assists with security. *Right:* Royal Navy Lt. Andy Ball (r), DC2 Brian Callon (c) and MK3 Matt Liptak conduct a dockside inspection of a 250-foot container ship suspected of oil smuggling with conflicting claims of registry.



showed the port #1 tank had carried oil. The two tanks have a combined capacity of 768 metric tons.

“Once the hidden tanks were discovered, we still had to continue with our boarding and account for all spaces on the vessel,” said BMC John Bannow, assistant officer-in-charge for LEDET 203.

To better access the remainder of the vessel, all of the approximately 25 cargo containers on the deck were off-loaded to the pier.

Two portable oil pumps and numerous hoses were also found on the deck that could be used to transfer oil or fuel to another vessel when underway.

The boarding and search of the container ship was also a learning experience for the IRPS that has only been operating in the port of Umm Qasr for three weeks. During the course of the operation, the IRPS received instruction from the Coast Guard on how to search a vessel.

A Royal Navy training team has been training the

IRPS in small boat handling skills and boarding skills.

The mission of the IRPS is to provide waterborne security for the port of Umm Qasr and the surrounding waterways out to the Arabian Gulf, said Royal Navy Lt. Andy Ball, the operations officer for the Royal Navy training team.

"The IRPS got to see how the Coast Guard LEDET's work and saw the potential of what they could reach," said Ball. "Eventually, the IRPS will provide 24/7 coverage of the port and have boats on the water at all times."

The Coast Guard also welcomed the chance to work with coalition forces operating in Southern Iraq.

"The operation was an excellent opportunity to share our knowledge of boarding procedures with the new Iraqi Riverine Patrol Service," said DC2 Brian Callon, boarding officer for LEDET 203.

The vessel was detained pending completion of a formal investigation. An Iraqi judge will travel to the vessel to conduct a hearing, said Lt. Cmdr. Jack Capra, from the U.S. Navy's Judge Advocate General. The Chesapeake, Va., based LEDET 203 is deployed to the North Arabian Gulf to assist coalition forces as part of Operation Iraqi Freedom. 

TEAMWORK Below: BMC John Bannow (L), BM3 Joshua Henesy, (c) and MK3 Matt Liptak of LEDET 203 measure the depth of a storage tank during a dockside inspection of a 250-foot container ship while members of the Royal Navy and Royal Marines stand guard. Below: Members of the newly formed Iraqi Riverine Patrol Service and DC2 Brian Callon discuss security positions while conducting an inspection.



Not your average

Story and photos by PA1 Jamie Bigelow, NSFCC



SHOWER TIME

Entry team members in Level A protection suits are decontaminated after making an entry into a simulated terrorist laboratory while observers and evaluators compare techniques and equipment.

orage tunnel



It's like a ghost town meant to kill you. There are subway cars, but no passengers. Buses wait at the side of the road, but nobody boards. There's even a restaurant, but the staff and patrons seem to be nowhere in sight. The only signs of life here also serve as threats of death. Acids leak from plastic drums, terrorists release biohazards in subway cars and plastic people clutter the floor, covered in red blood. Everything here represents danger — which is exactly why the Coast Guard National Strike Force showed up.

What once served as the safest way of transiting through the mountains of southeastern West Virginia is now used to simulate the most dangerous conditions a hazardous materials team can encounter. The Center for National Response, crafted out of a 2,800-foot 1950's-era highway tunnel, is considered one of the nation's most intensive Weapons of Mass Destruction, Consequence Management, and HazMat training facilities, centered around putting responders into the most realistic conditions possible without compromising safety. To responders it's known respectfully as "The Tunnel."

"This is extreme intensity training," explained Cmdr. Roger Laferriere, commanding officer of the Coast Guard Atlantic Strike Team, as he monitors his personnel in the tunnel's control center during their third visit to the site. The small room overlooking the tunnel entrance is filled with video monitors and radios constantly streaming images and sounds for every aspect of a scenario. "What makes this different is the realism. They have a tendency to put people in very real situations and they have the props and the facility to give you a high optempo adrenaline rush," said Laferriere.

Dating back prior to Sept. 11, 2001, the AST, along with the entire National Strike Force has been transitioning into an organization capable of responding to a full range of chemical, biological and radiological threats in addition to their traditional oil and hazmat response mission. In the past three years, all three regionally-based teams, Atlantic, Pacific and Gulf, have been called out to numerous national-level emergencies including the World Trade Center disaster, the anthrax attacks in Washington, D.C. and Boca Raton, Fla., and most recent-

ly the ricin response at the Dirksen Senate Office Building in Washington D.C. The teams are also tasked with contingency support for major national and international events such as the 2002 Olympic Games, the Super Bowl, and both the Democratic and Republican National Conventions in the summer of 2004. These new demands on the Strike Force make the tunnel a valuable training resource.

"Since we are a national asset we can use this to bolster our capabilities, and we don't have to pay anything, except travel," explained Leferriere. "We can give them our objectives and they tailor the scenario around those objectives. So we can focus on the areas that we want to improve on."

The facility's staff, an all-star collection of former military, first responder, chemical, and medical professionals, pool their diverse backgrounds and resources to collectively manufacture demanding scenarios tailored to meet the

response team's specific needs. "It's a whole team concept,"

said Kenneth Zaklukiewicz, the facility's training and exercise division chief. "We have a vast array of talents, including bomb techs, nuclear/biological/chemical specialists, and fire fighting experts. We even have a resident physician's assistant who assists as a moulage specialist."

The federally-funded training center is capable of simulating six different simulation sets; including a building collapse, three separate laboratory settings, highway incident sites, an emergency egress trainer, a cave complex, and a subway disaster site, complete with a subway car and subway platform and restaurant.

"We can create whatever the customer wants to challenge themselves with. It's never the same," said Zaklukiewicz. "We can make it real hard on them, if that's what they want. Every day we know that we're doing something different." This hands-on approach at creating

"The tunnel allows us to test our standard operating procedure to the max — almost to failure."

Lt. Cmdr. Roger Laferriere



PAT JAMIE BIGELOW, NSFOC



PAT JAMIE BIGELOW, NSFOC

the unexpected has made an impression on participants, including the AST.

"The tunnel allows us to test our standard operating procedures to the max — almost to failure," said Laferriere. "We can optimize our training so we have the best procedures possible."

To challenge their customers with an even heavier dose of reality, the center often uses live chemical agents. Though the amounts of chemicals are kept at safe levels, their presence requires responders to maintain very high standards of protection. Even diluted, the agents still pose a threat if not taken seriously.

"By using actual precursors, we give them the real thing. The levels are below what's considered dangerous, but there's no artificialities built in," said Zaklukiewicz.

It's those kind of true-to-life elements that set the tunnel apart," explained Laferriere. "I would categorize it as extreme realism. Using live precursors is like live combat training for us. Even though there is a low quantity, they are still a big factor. It forces us to be extra careful and extra safe — that's very important."

As a "special team" designated under the National Contingency Plan, the NSF has had to adapt to the shifting needs and expectations of the National Response System. Elevated tasking and operational commitments have put new demands on the NSF, not only increasing their workload, but also requiring a higher level of technical proficiency than ever before. Strike Team members are expected to have working knowledge of an ever-growing range of pollution, hazardous materials and weapons of mass destruction response methods. Integrating with other response organizations aids the teams in meeting these new challenges while providing cost-effective training options through an atmosphere of resource-sharing and enhanced cooperation.

One of the Tunnel's patrons are National Guard Civil Support Teams, extensively skilled units established to support local and state authorities at domestic weapons of mass destruction and nuclear/biological/chemical incident sites. Their similarity with Coast Guard Strike Teams create the perfect opportunity for the Strike Force to integrate with other response organizations.

The NSF, the Pennsylvania National Guard's 3rd Civil Support Team, the Environmental Protection Agency and a representative from the FBI's Philadelphia HazMat Response Team took full advantage of the unique integration opportunities offered by the tunnel in a series of exercises March 8 – 11. More than 100 responders from the combined agencies met to review and compare response techniques, experience and equipment. Though the Strike Force has a long history of working with the EPA and even the FBI, integrating with the CST was a valuable first-time experience.

"This is the third time we been to the tunnel," explained Laferriere, "but it's the first time we've had the opportunity to work with the CST's. It's been a great opportunity," Laferriere stated.

"What it tells us is that we can integrate anywhere, even under extreme conditions."

Based on a "Dirty Bomb" scenario, where it was simulated that a conventional explosive device was used to intentionally spread radioactive material throughout a research facility, the exercise required that the responders utilize the specific talents of all four agencies. According to Major Jeffrey Hice, commanding officer of the CST, this afforded each agency to get a unique glimpse into what specialties each agency could bring to a response.

The exercise established such a strong inter-agency rapport that it may foster future events even more comprehensive than the original. "We work well with the CST and integrate well," said Laferriere. "Eventually, we'd like to do a full blown scenario with 24-hour continuous operations and see how we cascade the team as needed."

Inside the control center where video screens display virtually any facet of the scenario, Laferriere checks on his teams as they enter a mock laboratory. The proud commanding officer points to one of the screens and smiles. "See, look how dark it is down there. It's so real. There are all kinds of obstacles too!" The vivid realism of the props and settings coupled with the excitement of the responders creates a sort-of amusement park feel to the tunnel. "Compared to other facilities this is the biggest, baddest roller-coaster ride out there." 📷

GRAND ENTRANCE

Far left: The entrance to the tunnel still retains the original lettering left over from when it served as a passageway through the mountains of West Virginia.

INJURED

Left: DC2 Jon Santamaria (center) from the Atlantic Strike Team is put through emergency decontamination after acquiring a simulated injury to his leg during one of the scenarios.

WHERE'S THE TRAIN

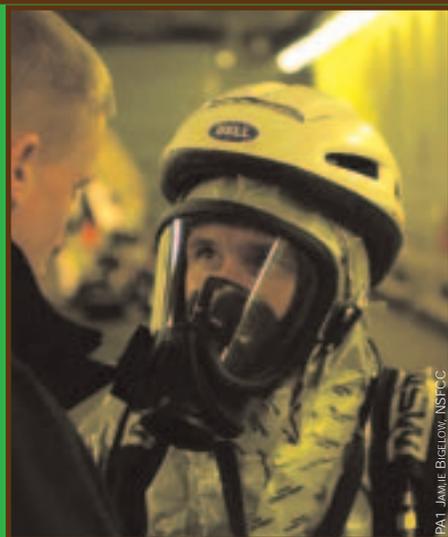
Right: The tunnel's mock subway dock was modeled after Boston's "T."



PAC STEPHEN CARLTON, NSF/CC

ONE LAST TIME

Right: BM1 Scott Galvin gets a final brief before making an entry into a simulated laboratory.



BA1 JAMIE BIGELOW, NSF/CC



Helping our feathered friends

Story by PA3 Jennifer Johnson,
14 th Dist.

Photos by OS2 Anthony Castro,
CGC Rush



BIRDS EYE VIEW

An oiled red-footed booby bird.

FEEDING TIME
Fireman Joseph Graun feeds one of the birds.



Crewmembers of the CGC Rush, homeported in Honolulu, were conducting a three-month law enforcement patrol off the coast of Mexico Feb. 28 when they were diverted to destroy an abandoned go-fast boat posing a hazard to navigation. Upon closer inspection, the crew was surprised to find the vessel had been overrun with almost two-dozen oil covered, red-footed booby birds.

The birds, which are primarily found in tropical habitats, had become so weighed down with oil they were no longer able to fly. All but seven birds were dead as a result of toxins, hunger and thirst.

OS2 Sabrina Hearst and Fireman Joseph Graun gladly accepted the opportunity to care for the remaining sick birds.

Once the crew was permitted to bring the birds aboard, an area on the fantail was established for cleaning the birds. Gathering a large cooler and several buckets, Hearst and Graun created a makeshift wash and rinse station. Using a mixture of seawater and dish soap, the birds were bathed until a majority of the thick, oily residue was no longer visible. A small holding area, constructed of cardboard and duct tape, was placed on the fantail to keep the

birds safe until their health improved.

Hearst and Graun, along with other crewmembers, provided the birds with frequent baths and feedings. One member of the ship even donated squid he had been saving as bait for a later fishing trip.

During the six-day, 700-mile transit to Acapulco, Mexico, five of the birds were released. The remaining two were in need of additional medical attention and were taken to the Magico Mundo Marina of Acapulco, an aquarium equipped to rehabilitate sick and injured animals. 📷

OVERCOME BY OIL

All but seven of the red-footed boobies were found dead.



TRACEN Yorktown launches new Response Boat - Small coxswain course



YORKTOWN, Va. — With an expected delivery of up to 700 Response Boats-Small, the instructors at Boat Forces Center created a training course to prepare personnel in the field with a fresh new skill set, which is required to properly handle and pilot this new boat.

Working closely with the Project Resident Office in Port Orchard, Wash., and Safeboats International, they have developed an eight-day course of both classroom instruction and hands-on training to ensure coxswains are up to the challenges presented by this new boat.

Prerequisites:

- Member must be currently certified on a standard Coast Guard boat.
- Member is expected to operate an RB-S within one year of completing the course.
- Member's unit has received or will be receiving an RB-S in the near future.

The Response Boat - Small Coxswain "C" Course provides instruction in:

- Construction and design
- Navigation with the Scaleable Integrated System package
- Person in the Water recovery techniques
- Basic engineering casualty control exercises
- Towing astern and alongside
- Trailing
- Tactical techniques and procedures

Make sure your unit is prepared for the launch of the RB-S! Qualified members should submit an electronic training request to TQC Chesapeake, Va.

2004 Schedule

Classes commence on:

May 17

May 31

June 21

July 26

August 16

August 30

Limited to 15 members per class

Old 8x10



Pockets full of sand

Petty Officer Lindbergh Berry was the son of BMC Maxie McKinley Berry, Sr., the last Officer-In-Charge of Station Pea Island, N.C. One of six sons to serve in the Coast Guard, Berry joined at an early age in the 1940s.

When he took his physical for enlistment, he was under weight. The Officer-In-Charge told him to eat certain foods and come back when he gained weight. A few days before he returned, he discovered he had not gained any weight.

He placed two small paper bags filled with sand in his back pockets. When he weighed again, he was at the required weight but was asked to remove his clothing and re-weigh. His secret was out! The Officer-In-Charge told him he had never seen anyone with such a desire to join the Coast Guard and allowed him to enlist.

Berry was honorably discharged as a Second Class Petty Officer after seven years of service. Story and photo courtesy of the Berry Family

2003 JOC Haley and Cmdr. Simpson Public Affairs Awards results

The JOC Alex Haley and Cmdr. Jim Simpson Public Affairs Awards recognize successes in raising service visibility. The Haley award honors individuals who depict the Coast Guard's many accomplishments through published articles and photographs, while the Simpson Award recognizes excellence in a unit's overall public affairs program.

The 2003 JOC Alex Haley Awards are presented to:

For Author - PAO/PA - PA1 Tom Sperduto (First Place), PA1 Chad Saylor (Second Place), PA1 John Masson (Third Place), PA1 Lauren Smith (Honorable Mention).

For Author - all others - Lt. Cmdr. Rick Wester (First Place), Lt. Craig Neubecker (Second Place), Lt. Paul Fawcett (Third Place).

For Photographer - PAO/PA - PA1 Tom Sperduto (First Place), PA3 Mike Lutz and PA2 Mike Hvozda (Second Place).

For Photographer - all others - AET1 William Greer and AMT1 Howard Merkel (First Place), Lt. Cmdr. Rick Wester (Second Place), Lt. Cmdr. Rich Condit (Third Place).

The 2003 Cmdr. Jim Simpson awards are presented to:

For Air Stations - AirSta New Orleans (First Place), AirSta Sitka (Second Place), AirSta San Francisco (Third Place), AirSta Houston and AirSta

Traverse City (Honorable mentions).

For Small, Ashore - Station Panama City (First Place), Station Destin (Second Place), Station Monterey (Third Place).

For Small, Afloat - CGC Walnut (First Place), CGC Monhegan (Second Place), CGC Kukui (Third Place).

For Marine Safety Offices - MSO San Francisco Bay (First Place), MSO Chicago (Second Place), MSO Providence (Third Place), MSO Morgan City (Honorable Mention).

For Large, Afloat - CGC Escanaba (First Place), CGC Diligence (Second Place), CGC Tampa (Third Place), CGC Alex Haley (Honorable Mention).

For Groups - Group Grand Haven (First Place), Group Milwaukee (Second Place), Group Fort Macon (Third Place).

For Large, Ashore - HITRON Jacksonville (First Place), Activities San Diego (Second Place), Sector Central Pacific (Third Place), TraCen Cape May and Activities New York (Honorable Mentions).

For Units With Full-Time Public Affairs Specialists -

14th District (First Place), 1st District (Second Place), 8th District (Third Place), 7th District, LantArea and Special Missions TraCen (Honorable Mentions).

Best overall, For Units Without Public Affairs Specialists or a Full-Time PAO - CGC Walnut. Alcoast 158/04



Advancement course changes

The Enlisted Professional Military Education Program is in the works, and is slated to replace the MRN by 2005.

E-PME will impact every enlisted member in the Coast Guard, as well as their supervisors. Similar to the defunct MRN system, E-PME will be an integral part of the enlisted advancement process.

It's an improvement over the old system because it can be easily updated and includes all of the information needed to study for the test, so members no longer have to sort through dozens of hard-to-find references.

E-PME will include the same three components as the

MRN course:

- Performance requirements (including sign-off sheets)
- End-of-course tests
- A study guide to help members prepare for tests and service-wide exams.

E-PME will be available not only in a paper format, but also as a CD-ROM and via the Internet.

The E-PME project will be completed by September, 2004. Once it is approved, a six-month familiarization period will allow members and employees to become accustomed to it. The May 2005 SWE will be the first to use questions based on E-PME requirements.

Coast Guard Institute



Shipmates

CGC Mackinaw Reunion The USCGC Mackinaw Association will be hosting its eighth reunion in Cheboygan, Mich., Aug. 12-14.

This event will also celebrate the Mackinaw's 60th anniversary.

For more info, e-mail gpsnider@hotmail.com, or write to:

USCGC Mackinaw Association

P.O. Box 69

Cheboygan, MI 49721



ET3 TOLA KONG, NESU SEATTLE

Housing

Although limited, some CG-leased housing is available. While housing costs within the city are somewhat high, suburban area homes are significantly cheaper.

Facilities

ISC Seattle has an indoor recreational facility with basketball, racquetball, tennis courts and a weight room. There is also an exchange on base. Larger military exchanges, commissaries and hospitals can be found at several other military bases, each about 30 miles away.

Education

Seattle is home to a number of colleges and universities, such as the University of Washington, Seattle Pacific University, Lutheran University, University of Puget Sound and Seattle Community College.

Weather

Seattle weather is fairly predictable and mild. Expect upper 60s to mid-80s in the spring and summer, with little moisture. In the fall and winter the moisture level rises, with temperatures ranging from the upper 30s to mid-60s.

Greetings from

NESU Seattle

For centuries, men have gone down to the sea to work. Naval Engineering Support Unit Seattle carries on this rich tradition daily as they perform their mission to keep the Pacific Northwest Fleet "Semper Paratus."

NESU Seattle is located on Pier 36 at ISC Seattle in south downtown Seattle, on the western shore of Puget Sound. The crew is comprised of 11 officers, 19 chief petty officers, 53 enlisted in eight different ratings and a team of 15 enlisted reservists.

NESU Seattle is MLC Pacific's direct liaison with Pacific Area cutters for matters relating to maintenance and logistics in the NESU's service area. NESU Seattle also works directly with groups and units under the district's control to provide boats with naval engineering support and technical advice.

NESU Seattle's customer list includes 31 cutters located in Washington, Oregon, and Alaska. Services the unit offers include the planning, executing and monitoring of maintenance and repair availabilities. The NESU also keeps up-to-date info on the vessels' material conditions, as well as providing engineering and technical information, and administering a financial program for maintenance, repair and alteration of cutters and boats.

In simple terms...we fix ships!

Seattle, also known as the "Emerald City," is well known for its civility, respect and friendly attitude. Most NESU personnel live in the surrounding metro

area, which is home to more than a million people. Its relatively low crime rate and clean streets add to the city's allure. Other personnel live on Bainbridge Island, Port Orchard or Silverdale and make a morning commute by ferry. The ferry terminal is only a 15-minute walk from Pier 36.

The Seattle area offers a wide range of activities. If you enjoy professional sports, the NESU is only a short walk to SAFECO Field, home of the Seattle Mariners baseball team, and the new Seahawks Stadium, which is home to the NFL's Seattle Seahawks. For basketball action, the Seattle Sonics play at the Key Arena, located next to the world famous Space Needle. Finally, there are many beautiful golf courses within a short drive of downtown Seattle.

Western Washington is home to vast mountain ranges and a number of lakes, rivers and the majestic Puget Sound. If you like to ski, snowboard, snowshoe, hike, rock climb, boat, sail, water ski, wakeboard, hunt or fish, you will never grow tired of the area's great outdoors. The city is also home to many museums, cultural centers, the Seattle Aquarium, Pioneer Square and Pike Place Market, famous for its fish-tossing vendors.

Crewmembers describe life at NESU Seattle as a rewarding challenge and an excellent way to begin or continue an exciting Coast Guard career.
Story by CWO2 Keith Denman, NESU Seattle

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

EAGLE FLIES AT NIGHT

A member of the crew climbs aloft after sunset as the CGC Eagle heads North towards the coast of Maine during the final leg of its 2003 cruise.

Photo by PA1 Matthew Belson,
PADET New York

