

Coast Guard

Ready today, preparing for tomorrow


Sept./Oct
2002



A look back

Since Sept. 11, it's been
12 months of change
and growth for
the Coast Guard.



Visit with the Eagle

-

One year later

-

The new team

The world's best Coast Guard

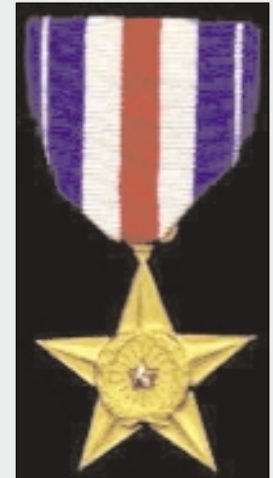
Lt. Lance Eagan

Lt. Lance Eagan was awarded the Silver Star for distinguishing himself by gallantry in connection with military operations against an opposing armed force as the rescue crew commander of an HH-3E helicopter in Southeast Asia July 2, 1968.

On that date, Eagan penetrated a heavily defended area of North Vietnam to attempt the rescue of an injured downed pilot after three helicopters had previously been severely damaged and driven off by the intense, hostile ground fire.

Eagan, with undaunted determination, indomitable courage and professional skill, established a hover and deployed a pararescueman to assist the injured airman. Disregarding the hostile fire that originated from beneath his hovering helicopter, Eagan maintained a stable hover until the downed pilot and pararescueman were safely recovered from the hostile area.

By his gallantry and devotion to duty, Eagan reflected great credit upon himself and the United States Coast Guard.



Lt. Lance Eagan and his aircrew rescued Air Force Lt. Col. Jack Modica, who was severely injured after ejecting from his aircraft. Airman Joel Talley was hoisted under heavy fire into the jungle to rescue Modica. Talley was awarded the Air Force Cross, the nation's second highest award for valor.

Eagan made 12 combat rescues and was also awarded the Distinguished Flying Cross and 10 Air Medals. He finished a highly successful 30-year career in the Coast Guard but sadly passed away following a long illness just months after retiring in 1993. He is survived by his wife Pat, son Todd and daughter Heather.

Today, Modica, Talley and many other active and retired Coast Guardsmen still remember Eagan as a great pilot and lifesaver.

To read more about this rescue and the heroism of Coast Guard pilots who served in the Vietnam War, see *The Coast Guard at War — Vietnam 1965-1975*, by Alex Larzelere and *Coast Guard Action in Vietnam — Stories of Those Who Served*, by Paul Scotti.





Coast

September /
October 2002

U.S. Department of Transportation

Features

By PA2 Dana Warr

The CGC Eagle continues to serve as a seagoing classroom for the Coast Guard's future leaders.

By PA2 Joe Patton

A photographic look at the 12 months of change and growth the Coast Guard has experienced since Sept. 11.

By David Vergun

Meet the nation's newest goaline defense in the battle against terrorism.

By PA2 Chad Saylor

False distress calls are still a distress to Coast Guard units.

Check out **Coast Guard** magazine on the web.
www.uscg.mil/hq/g-cp/cb/magazine.shtm

Coast Guardsmen keep a watchful eye on the Manhattan waterfront while patrolling New York Harbor at sunrise.

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The CGC Eagle serves as a seagoing classroom for these cadets who are preparing for their future roles in the Coast Guard.

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PA1 SMOAH FOSTER-SHELL, D13

MSST 91101, a new multi-mission Coast Guard unit, is commissioned in Seattle.

p. 28



PA2 DANA WARR, D7



PA1 TOM SPERDUTO, PADET NEW YORK



ON THE COVER

Since Sept. 11, the Coast Guard has accelerated its missions, and photographers have captured some of the images that have defined the past year.



elos Pavilion
a. Cline was carrying the

f breeze.

HOTO



Up Front





Up Front

Hightailing it

A Coast Guard C-130 sits on a runway that is hidden by the lush greenery on Palmrya Island in the Pacific. The aircraft was parked there for an overnight stay.

PHOTO BY LT. CLINT TROCCHIO,
AIR STATION BARBERS POINT

Coast Guard, Army team up

Two services join together in a real world military outload to prepare for national defense emergencies



PAT SCOTT/CARR, PADET MAYPORT, FLA.

MST1 Johnny Hall, of MSO Jacksonville, acts as a safety observer while members of the Army reserve unit hoist a Blackhawk helicopter covered in shrink-wrap aboard a Navy ship.

JACKSONVILLE, Fla., July 17 — The Coast Guard and Army teamed up for a week-long Fort-to-Port Sea Emergency Deployment Exercise at the Port of Jacksonville's Blount Island Terminal today.

Marine Safety Office Jacksonville and the Army's 1186th Transportation Terminal Brigade Reserve unit from Jacksonville participated in the exercise.

The exercise involved a real world military outload of more than 250 pieces of equipment shipped from Fort Campbell, Ky., to Jacksonville via rail, truck, and air transportation.

The equipment, including helicopters, armored vehicles, trucks, containerized cargo, and hazardous material, will be loaded onto a Navy ship later in the week.

The Port of Jacksonville serves as a strategic port for the deployment of U.S. military assets.

In the event of a national defense emergency requiring the deployment of U.S. forces overseas, the port would play a key role in equipping, supplying, and sustaining troops in the theatre of operations.

"Joint Coast Guard and Army exercises like this one are an excellent opportunity to "work out the bugs" in a more controlled environment, so when the real deployment orders come, we are ready," said Coast Guard Capt. Mike Rosecrans, commanding officer of MSO Jacksonville.

The Coast Guard is responsible for safety and security of the port during a military outload.

Coast Guard law enforcement officers patrol piers and waterways surrounding such operations, and Coast Guard marine safety experts act as safety observers for the loading of explosives, ammunition, and other hazardous material.

The Army coordinates with the port authority to provide a staging area for the equipment, ensures the equipment is properly packaged, and provides shore side security in conjunction with Coast Guard law enforcement teams. Army personnel also provide valuable expertise in the safe handling and movement of the cargo.

"In a very meaningful way, we are supporting the war on terrorism by ensuring the force that fights the war can be quickly moved overseas," said Col. Perry R. Clawson, commander of the 1186th Transportation Terminal Brigade.

"This exercise serves as a valuable training tool allowing us to improve our ability to rapidly move defense cargo through the Port of Jacksonville. The 1186th is a local Army Reserve unit, manned by local citizen-soldiers who are committed to protecting our nation and its families."

His unit serves as the single port manager for military cargo transferring in and out of the Port of Jacksonville.

PADET Mayport, Fla.

Coast Guard

America's Lifesaver and
Guardian of the Seas

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Vice Adm Thomas J. Barrett
Vice Commandant

Rear Adm. Kevin J. Eldridge
Assistant Comdt. for
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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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Boy rescued from sinking boat



SANDY HOOK, N.J., July 22 — PS2 Kevin Post, from Station Sandy Hook, grabs a scared Johnny Dudek, 3, of Wall Township, N.J., after Post and his crew rescued Dudek from a sinking boat in Horseshoe Cove here. Dudek was boating with family members when the vessel began to sink after running aground.

PA1 TOM SPERDUTO, PADET.N.Y.

WEBHOT!



[http://www.uscg.mil/
lantarea/cutter/
escanaba/index/htm](http://www.uscg.mil/lantarea/cutter/escanaba/index/htm)

According to the CGC Escanaba's Web site, on June 13, 1943, while escort-



USCG PHOTO

ing a convoy to St. John's, Newfoundland, the original CGC Escanaba exploded and sank within three minutes. Only two of the 103 members survived the explosion. The exact cause of the explosion remains unknown; although the most probable explanation is that an enemy torpedo or mine caused the explosion.

A sobering account of the attack from Raymond O' Malley, the only living survivor, can be found on the site.

Also on the site is the history of the second Escanaba, as well as information about the third, present-day Escanaba.

This innovative Web site combines the cutter's rich past with operational news, patrol pictures and streaming video of the cutter today.

*Think your Web site is
unique?*

E-mail the URL to

jzettles@comdt.uscg.mil

Station Honolulu seizes illegally caught shark fins



Crewmen from Station Honolulu tally up the total number of seized shark fins while aboard the fishing boat Miss Lisa.

HONOLULU, June 6 — Coast Guard Station Honolulu crewmembers seized \$2,000 worth of illegal shark fins from a U.S. fishing boat near Honolulu Harbor here today.

Responding to a call, Station Honolulu launched their 41-foot utility boat to intercept the Miss Lisa.

While conducting an inspection of the aft steering compartment, two garbage bags filled with 235 shark fins were discovered underneath rolls of carpet.

The Coast Guard notified the National Marine Fisheries Service and arranged to have an agent meet the vessel at the dock.

The fins, along with the vessels fishing logs, were turned over to NMFS.

Shark fins can be highly profitable for poachers. The fins, believed to be an aphrodisiac, are dried and used in many Asian recipes.

Possessing a shark fin without the presence of its corresponding carcass is illegal in the United States and is punishable with fines of up to \$100,000.

PA3 Erica Ryan, Dist. 14

Around the world, around the clock

A boat crew from Station Juneau, Alaska assisted a Wings of Alaska airline pilot who escaped injury after his aircraft overturned and partially sank in the Gastineau Channel July 12.

The CGC Flyingfish, an 87-foot patrol boat, was commissioned in Boston Aug. 1 and will support local homeland security operations as well as traditional Coast Guard missions.

Compiled September 10
On Patrol

Coast Guard buoy tenders from various Alaska ports gathered in Juneau Aug. 12 to kick off the 17th Coast Guard District Buoy Tender Round-Up 2002 for a week of training, idea exchanges and camaraderie.

A flight crew from Air Station Atlantic City, N.J., airlifted three New Jersey residents from a disabled-car-boat stuck in the rapids of a dam in the Delaware River July 1.

Coast Guard active duty members and auxiliaries began giving tours July 20 of the historic Port Hueneme Lighthouse, built in 1941 in Los Angeles.

Three pollution investigation teams from MSO Hampton Roads, Va., were deployed to Norfolk, Va. to investigate three listing ships in the James River Reserve Fleet. They determined there was no imminent pollution threat.

The crew of the CGC Manta, homeported in Freeport, Texas, found 8,500 pounds of illegally caught red snapper when they boarded a fishing boat 50 miles south of Galveston, Texas, June 1.

The crew of the CGC Thetis, homeported in Key West, Fla., repatriated 71 Haitian migrants to Port-au-Prince, Haiti, July 27.

FY '02 By the numbers

Lives saved 3,281
SAR cases 33,148
Marijuana: 37,772 pounds
Cocaine: 111,903 pounds
Migrants: 3,876
Security Zones: 99

SOURCE: G-IPA-2

Coast Guard celebrates 212th birthday



Attendees render a salute to the National Ensign while the honor guard posts the colors at the start of the show.

WASHINGTON D.C., Aug. 6 — The Coast Guard celebrated its 212th birthday today at the Navy Memorial here with a public concert performed by the Coast Guard band.

Special guests included Secretary of Transportation Norman Mineta and Adm. Thomas Collins.

In celebration of the Coast Guard's birthday, the band also performed two free concerts in the Washington, D.C. area.

Based in New London, Conn., the band routinely tours throughout the United States. The band has also performed in the former Soviet Union and in England. It represents the Coast Guard around the nation and the world.

Since its formation in 1925, the band has developed an international reputation as one of the finest professional concert bands in the world, offering music of great variety and appeal.

The Coast Guard's Dixieland band — pictured below, also performed. Led by clarinet player MUC Andy Sherwood, the seven-man group helped celebrate the birthday with a high-energy performance. MUC Greg Wirt on trombone, Cmdr. Lewis Buckley on trumpet, MU1 Greg Case on saxophone, MU1 Ian Frenkel on piano, MUC Mark McCormick on bass, and MUC Tom Briggs on drums comprise the Dixieland band.

Jolie Shifflet, G-IPA



The Coast Guard Dixieland band performs at the Navy Memorial during a celebration in honor of the Coast Guard's birthday.

Coast Guard display makes debut at museum

ASTORIA, Ore., May 11 — The Columbia River Maritime Museum unveiled a new Coast Guard display as part of a complete redesign of the museum here today.

The display features a 44-foot motor lifeboat suspended on a huge

swell with a mannequin crew rescuing a victim from the water.

“When I came up with this design I wanted to break out of the box,” said Jerry Ostermiller, the museum executive director. “The way the museum was laid out before, you couldn’t see outside to the Columbia River or see inside the museum from the street.

Now, the new design features a huge glass wall that showcases the boat and can be viewed from outside the museum.

“I had the 44-foot MLB for a few years and wanted to present it in a new and exciting way,”

said Ostermiller. “I spoke with Dr. Dennis L. Noble, a retired Coastie turned historian, and he suggested I take a look at the bronze statue of the 44-foot MLB at Station Quillayute, and this gave me the idea for the design.”

From there, Ostermiller assembled a group of experts to create this one-of-a-kind display. First, the 44-foot boat was set in a cradle at an extreme angle. Next, a swell was created around the boat, and a professional mural artist painted the background.

The Coast Guard offered advice on the placement of the mannequins and the victim in the water to ensure that proper realism was captured. But, before this picturesque display could begin, the boat needed to be brought up to a pristine material condition.



A crewman from Station Tillamook Bay surveys the search and rescue boat while in the maritime museum.



BMC Mate Lars Kent (left) and BMC Jon Gagnon volunteer their time to work on a 44-foot motor lifeboat for a museum display.

Unfortunately, it had been stored in harsh weather conditions and was showing a good amount of wear. This is where BMC Lars Kent and his crew from Station Tillamook Bay, Ore., took up their grinders, sanders and hours of volunteer time to ensure that the boat would be impeccable for the proposed display.

“It had started to rust and was run down,” said Kent. “When the call for volunteers came out, I jumped at the opportunity.

“First we had to shorten the mast

and radio antenna so it would fit in the given space. We sanded and painted the entire boat, redid the non-skid on the deck, spliced new lines, cleaned and remounted all topside equipment and electronics, replaced the rub rail and reapplied all the decals.”

Kent and his crew spent more than 400 volunteer hours over a five-month period to ready the 44-footer. The trip from Station Tillamook Bay to the Columbia River Museum is three-hours round trip, but this did not deter Kent.

“The bottom line is, I can not help but have a fondness for these machines,” said Kent. “When you’ve been in extreme weather and you’re hating life, the 44-footer always got you home safely to your family. It allowed us to survive. I feel like my work is repayment. You can’t help but be impressed and touched by the display. It shows what it is like to run a SAR case.”

Kent added that he is very impressed with his crew’s effort on this project. They have a busy schedule at the station, but they still found time to help out and get involved in a community project.

In addition to the impressive 44-footer rescue display, the museum also features an interactive display that tells the story of the 36-foot motor lifeboat Triumph from Station Cape Disappointment, Wash.

“I’ve always loved the Coast Guard, I consider myself a Coast Guard groupie,” said Ostermiller. “This is my way of showing what the Coast Guard does in this area.



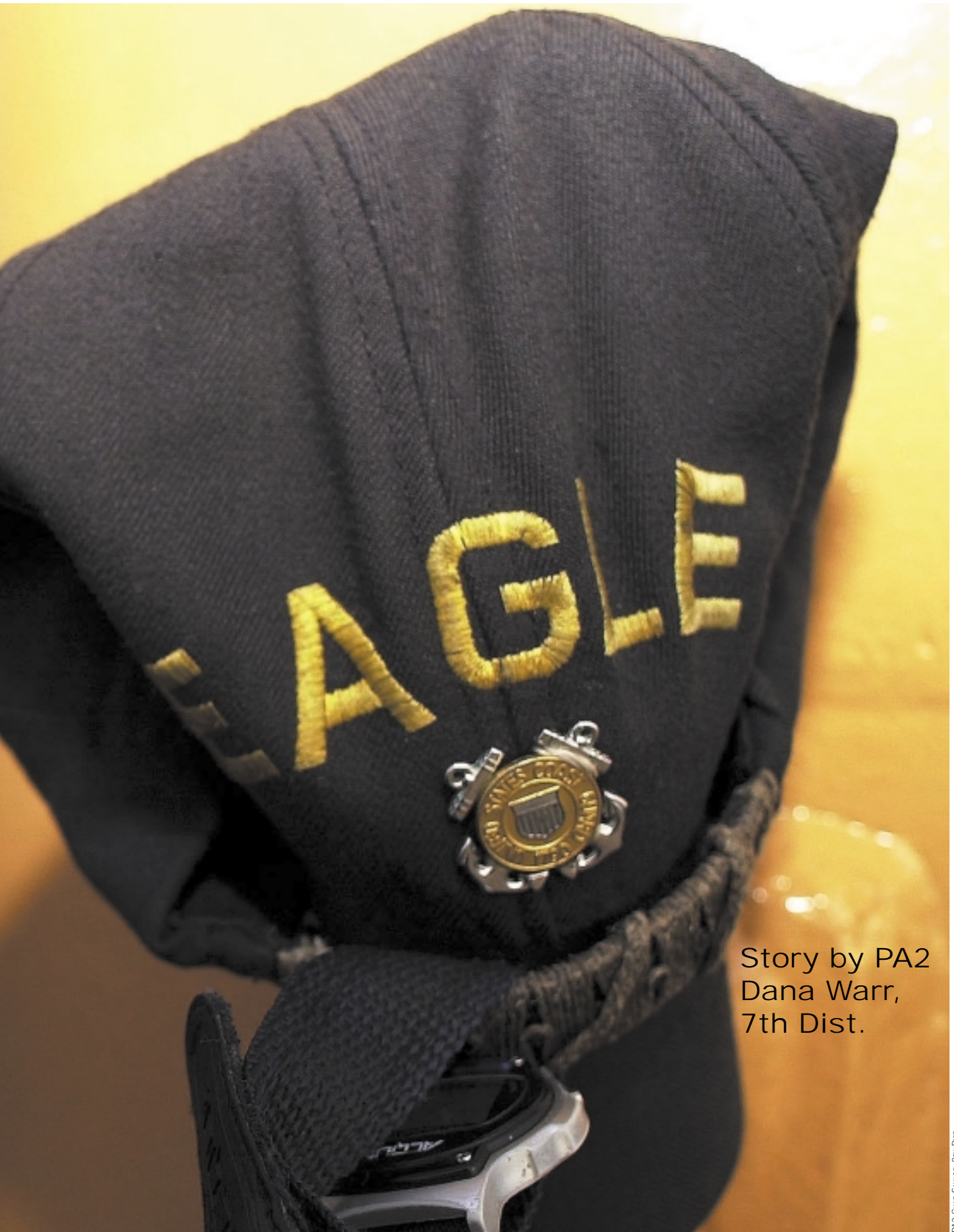
The finished display shows a victim in the water being rescued by a Coast Guard crew. The picture depicts the real life hazards of the Columbia River Bar in Astoria, Ore.

The Columbia River is a very dangerous place and we need them here.”

Story and photos by PA1 Alice Sennott, 13th Dist.



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Story by PA2
Dana Warr,
7th Dist.

PA2 Chad Sawyer, 8th Dist.



PA3 DANA WARR, 7th DIST.

Cadet 3rd Class Kimberly Wilson is one of a number of cadets aboard the CGC Eagle.

For more than 50 years the Coast Guard has been a firm believer that training under sail not only evolves future officers into professional mariners but into leaders as well.

In 1876 the Coast Guard Academy was founded when nine students boarded the Revenue Cutter Dobbin. Since that time, the Academy has been using sailing as a form of training for its cadets. After World War II the Coast Guard Barque Eagle or the Horst Wessel, which was the original name given to it by the Germans, was taken as a war prize. Today, the Eagle serves as a seagoing classroom for the future officers of the Coast Guard.

"The Eagle is about preparing leaders by building character, self-confidence, communications and problem solving skills," said Capt. Ivan Luke, commanding officer of the Eagle.

Some people think that being aboard the Eagle is like a leadership laboratory. About 900 men and women spend the fall and spring semesters at the

academy, then during the summer months, a few have the opportunity to set sail with the Eagle developing skills in leadership and teamwork.

"Here they get the hands-on experience in navigation and engineering," said Luke.

Not only do they get this first-hand experience, but the upper-class trainees or 'firsties' exercise leadership and shipboard duties normally handled by the junior officers. The under-class or 3rd Class cadets usually fill the role of the junior enlisted, standing helm watch or fore-and-aft lookouts.

When sail stations are set, the entire crew participates.

"Sailing a large square-rigger requires the combined effort of some 200 people," added Luke.

"It takes leaders at every level of the organization to make it work. From the cadet mast captain to the cadet top-men aloft, each one has to organize a group of people, determine what they need to do, then communicate the task back to everyone in a way they



PA2 CHAO SAYLOR, 8TH DIST.

Attack from the back

Cadets aboard the CGC Eagle put their hands together to celebrate another successful evolution at sail stations. After all hands are down, the cadets scream out, "Attack from the back!"



Climb

A cadet aboard the CGC Eagle climbs up the shrouds during sail stations. PA3 Dana Warr, 7th Dist.

understand. They must then monitor their progress and provide feedback while critiquing and implementing improvements for next time. That is leadership," said Luke.

Sailing is a big part of the training aboard the Eagle, but the cadets don't just sail.

"When we're not at sail stations we're working with the crew on damage control and making rounds in the engine room," said Cadet 3rd Class Stephen Elliot. It's exposure and I will hopefully have some idea what machinery technicians and damage control persons do."

During the engineer training, the cadets help the engineers monitor and maintain the Eagle's boiler, generator and main diesel engine, while learning what challenges Coast Guard engineers face.

"I get to see how everything works because one day I may be in charge of an engine room like this," said Elliot.


"We consciously spend a lot of time and effort trying to put the 150 cadets through a pace of life at sea," stated Luke. "That's exactly what they'll see on a Coast Guard cutter.

"An important element of an Eagle cruise is the opportunity to practice leadership in a shipboard environment," said Luke.

Cadet 1st Class Charles Novak said, "The Eagle is a leadership laboratory for all that step on board."

"When it's all said and done, I hope they leave with the ability to work as a member of a team, the ability to subordinate selfish desires in the interest of a higher objective and most importantly, the ability to solve problems and communicate," said

"These are the same skills needed aboard modern cutters and in fact, in any challenging position at sea or ashore," he

what we're doing here is not just training officers for the Coast Guard but we're building better citizens and leaders for the nation," Luke said. 



PAZ CHAD SAYLOR, 8TH DIST.

Right-full rudder!
Crewmembers on the bridge at the helm on the CGC Eagle.



PAZ CHAD SAYLOR, 8TH DIST.

Pull

Cadets and crewmembers aboard the CGC Eagle set the sails during training aboard the historic sailing ship.

A look back through the lens

Since Sept. 11, 2001, it's been 12 months of change and growth for the Coast Guard, and photographers were there to capture the images

Story by PA2 Joe Patton, G-IPA

“Oh my God, what has happened!” Those were the first words BM1 Joseph Dawson remembers uttering after directly viewing the worst terrorist attack on American soil the morning of Sept. 11, 2001.

Dawson stood on the grounds of Station New York and looked across the water to where the Twin Towers, one after the other, disappeared into a cloud of dust and debris. It wasn't that long before when another member of Station New York radioed in the horrific news — “Another plane just crashed! Another plane just crashed into the World Trade Center.”

The station had already deployed three boats by then, but they wanted to do more. How they could help was still not fully understood, but in Coast Guard tradition, they hurried to a scene where people were in trouble.

Dawson said the station hasn't been the same since, but its crewmembers have adjusted. The Coast Guard as a whole has done the same during the last 12 months.

The Coast Guard has been performing the mission of homeland security for more than 200 years, but since Sept. 11, the service has refined these operations to help prevent another catastrophic event. During the past year, the Coast Guard has conducted the largest port security operation since World War II. It has conducted more than 35,000 port security patrols, 3,500 air patrols and 10,000 vessel boardings. Team Coast Guard has escorted 6,000 vessels in and out of port, maintained more than 115 security zones, instituted new initiatives such as the Maritime Safety and Security Teams and the Sea Marshalls and participated in the Air Marshalls program.

The following pages are a look at the images defining the past year for the Coast Guard.



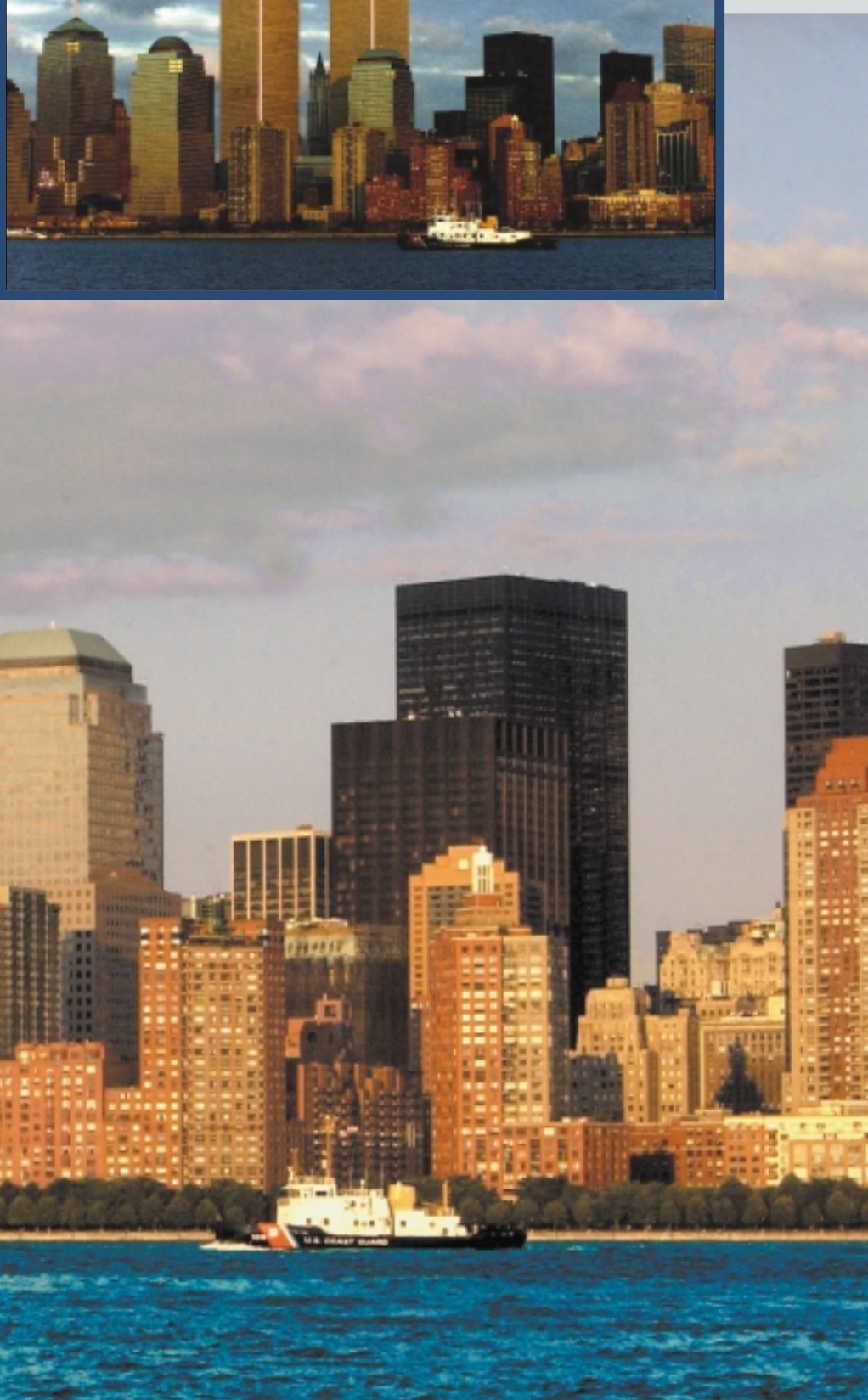
PA1 TOM SHERIDAN, PADET NEW YORK

A year later *Left:* Coast Guardsmen sign one of the last remaining beams from the World Trade Center. *Right:* The CGC Sturgeon Bay patrols in front of the New York skyline before Sept. 11 and then again a year later.





PAT TOM SHERBOUTO, PADET/NEW YORK



Sept. 19, 2001

Answering the call Coast Guard auxiliarists volunteered their time and assets, and four of the Coast Guard Reserve's six port security units were deployed to areas such as Manhattan (below), Los Angeles, Seattle and Boston (right) to ensure the safety and security of America's waterways and ports after Sept. 11.



Jan 25, 2002

Words of support President Bush makes a point while speaking in front of Coast Guardsmen in Portland, Maine. Bush said he would ask Congress to spend roughly \$10.7 billion next year on securing the nation's borders to keep out terrorists who would try to attack the United States by air, land or sea. Seated at lower left is Homeland Security Director Tom Ridge, and seated at right is Transportation Secretary Norman Mineta.





AP PHOTO



PAT TOM SERRANO / PADET NEW YORK

Sept. 19, 2001

The Gatekeepers Coast Guard boarding teams were put on high alert after Sept. 11. Their training schedule, including pepper spray tests (right), was intensified after the attacks. Since Sept. 11, the Coast Guard has boarded more than 10,000 vessels.



AP PHOTO





PA2 MATTHEW P. JUILLELAT, PICAREIA



PA1 TOM SPERDUTO, PADET NEW YORK



PA2 JOE PATTON, G-1PA

March 11, 2002

Security patrols Since Sept. 11, Coast Guard units have conducted security patrols near some of the nation's most important ports and landmarks such as the Golden Gate Bridge in San Francisco (top left), the Washington Monument (left), the Statue of Liberty (top right), and the Port of Seattle (right). The Coast Guard remains on a heightened state of alert at more than 361 major ports. Since Sept. 11, the Coast Guard has conducted more than 35,000 port security patrols.



PA2 ROBERT K. LANIER, DT3

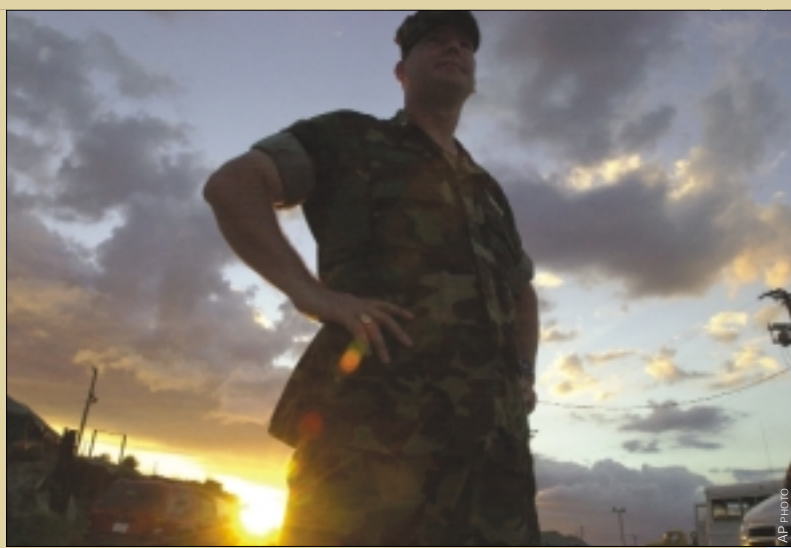
February — April 2002

Guarding terror Active duty and reserve Coast Guardsmen (middle and bottom left) were called on to help guard detainees at Camp X-ray (top left) at Guantanamo Bay, Cuba. The detainees were captured during the war against terror. Coast Guard security personnel provided both shore and water-based security for the detainee operations.

Cruise control Since Sept. 11, Coast Guardsmen such as GM2 Jamie Simmons, on the CGC Drummond (below), are providing security for cruise ships transiting in and out of ports (right).



PAT MEGAN CASEY, DT



AP PHOTO



USCG PHOTO





AP PHOTO



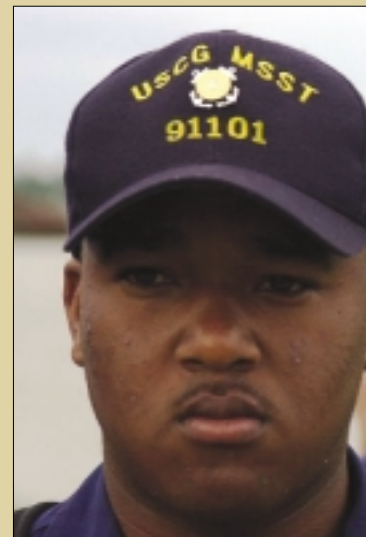


April 9, 2002

Returning home Reserve Petty Officer 3rd Class Michael Gordon greets his wife and daughter after a six-month deployment to the Persian Gulf in the aftermath of Sept. 11. Gordon served with Port Security Unit 311's Detachment Echo.



CW04 LANCE JONES, PACAREA



June 24, 2002

Homeland and security President Bush speaks in Port Elizabeth, N.J., about his proposed homeland security department (left). Since Sept. 11, the Coast Guard has refined its homeland security mission. At right, Director of Homeland Security Tom Ridge chats with Coast Guardsmen at the Homeland Coordination Center in Washington, D.C. The center allows national security officials to share information to prevent terrorism.



AP PHOTO



May 27, 2002

Promoting unity

MSTCM John Donovan carries a U.S. flag in the Battery Park area of New York. The event marked the end of the flag's six-month journey from Portland, Ore., to the Statue of Liberty. Volunteers relayed the flag along a cross-country route, which they called "The Patriot Line," to promote unity after the Sept. 11 attacks.

AP PHOTO



PAT SARAH FOSTER-SNELL, DT3

July 3, 2002

A new team The Coast Guard's first Marine Safety and Security Team was commissioned in Seattle. MSSTs are specialized, mobile units that perform port safety and security operations. MSSTs help enforce security zones and defend critical water-side facilities in strategic ports.



Team 91101 Reporting

Story by David Vergun, Sea Power Magazine

A defense is formed

A pair of stocky crows feasting on road kill flew away in haste as the lead formation jogged along in double-time, breaking the early morning stillness with an ear-splitting chorus of “ooh-rahs.”

Two other formations in the distance were heard shouting similar Marine Corps chants. It was a scene one would expect at any given time of day at Courthouse Bay in Camp Lejeune, N.C., thick with Marines from the Riverine Training Center and Marine Corps Engineer School.

As the formations neared the finish of their four-mile run, two curious features stood out; the 72 runners were not Marines, and they were wearing the blue work uniform of the Coast Guard (with the unit insignia USCG MSST 91101 stitched on their caps).

It was June 20, and the superbly conditioned Coast Guardsmen, who had been in training since June 2, had only eight more days to go until graduation. They are the first members of the Coast Guard's new Maritime Safety and Security Teams. They were training to gain the skills needed to prevent terrorist attacks against U.S. ports, waterways, and coastal areas. The unit's 91101 designation is a constant reminder of the gravity of their mission-and of the consequences of failure.

“They [the MSSTs] are the nation's goal-line defense in ports; their mission ... [is] to stop terrorist attacks when all else fails,” said Cmdr. Fred White, supervisor of the Coast Guard's port security unit training

detachment, which trains the MSSTs.

It would be preferable, though, White quickly added, to stop terrorists before they arrive at the United States. MSST teams should be used only as a last

resort after ships in foreign ports or offshore, and the containers or other cargo they carry, are inspected.

Capabilities and training

The MSST personnel, along with their custom-built boats and lethal as well as non-lethal weapons, can rapidly and, on short notice, be shuttled aboard transport aircraft or trucks to ports other than the ones to which they normally would be assigned.

Twelve MSSTs are scheduled to be created during the next three years and assigned to ports across the country, where they will be available to respond to requests for support from the local Coast Guard captain of the port.

One of the COTP's principal duties is to provide port security in his or her area of responsibility. The COTP's jurisdiction encompasses all vessels, waterfront facilities that receive vessels, bridges, and nuclear facilities on federal waterways within the AOR.

The MSST training is modeled, in part, on the training provided for the Coast Guard's port security unit and law enforcement detachment programs. PSU and LEDET units are responsible for a number of “traditional” Coast Guard duties. The PSUs provide harbor defense in overseas environments. The LEDETs enforce counter-narcotics laws on U.S. and foreign-flagged naval ships.

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|----------------------------------|
| “They (the MSSTs) are the |
| nation's goal-line |
| defense in ports; their |
| mission ... (is) to stop |
| terrorist attacks when |
| all else fails.” |
| - Cmdr. Fred White |



Making a mark The Marine Safety and Security Team 91101 guidon.

PAT SARAH FOSTER-SNELL, 13TH DIST.

Some of the MSST training, according to White, is similar, including small-vessel tactics, rules of engagement, weapons-handling, and “noncompliant” boardings. Nearly all MSST students have had previous training and experience in some or all of these areas, White said.

Despite the similarities with other Coast Guard law enforcement training, MSST training focuses on several new and critical skills. White said the MSSTs are trained in worst-case scenarios to operate against elusive, fast-striking, and violent terrorist attacks on or below the waterline, while under threat of chemical, biological or radiological attacks.

Port-vulnerability assessments, special weapons tactics, interdiction of high-speed boats, stopping hostile swimmers, and recognition and response to suspicious activity in a way that minimizes harm to innocent bystanders are among the principal new skills needed by MSST personnel.

Joint Operations Expected

MSST students will use the expertise acquired at

Camp Lejeune to train local law enforcement personnel, as well as other Coast Guardsmen. Most students will return to Camp Lejeune for advanced training at least once during their careers.

White said he expects to see MSST-like training provided to Navy and Marine Corps units with similar missions. The Navy’s Mobile Security Force already goes through a special naval coastal warfare training course.

“The Coast Guard is spread too thin to be everywhere at one time, so joint operations against terrorism as a force multiplier will be necessary,” White said. He said the MSSTs and other military as well as state and local law enforcement units will be networked with one another and with the COTP, via satellite-laptop computer links that can display radar, video, and sensor inputs tied in with useful databases and secure communications to provide immediate situational awareness. White said that he expects to see the eventual standardization of interservice antiterrorism training, probably under the Coast Guard’s PSU training detachment leadership.

Taking Aim Rear Adm. Paul Pluta, chief of marine safety, fires a non-lethal round from a shotgun at Camp Lejeune, N.C. Pluta visited the training detachment for the day and viewed their training and interaction with the Marines first hand.



PA3 SCOTT WHITNEY, LANTAREA

MSST instructors already have been training the Marine Corps coxswains at Courthouse Bay to drive the riverine assault craft and other small craft. The joint Coast Guard/Marine Corps training started in 1999, when the PSU TRADET was established at Camp Lejeune.

Additionally, White said there will be more joint antiterrorism exercises similar to Exercise Harbor Shield, conducted earlier this year in Charleston, S.C.

There also is an international need for MSST-like antiterrorism capabilities, he said. Panama, Canada, and Greece already have expressed a strong interest in such training, and a number of students from Greece will begin MSST training at Camp Lejeune this autumn.

"It is all coming together at lightning speed," White said. "I have never seen anything move out as quickly as this standup, beginning with the development of new antiterrorism operations doctrine

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| "This partnership (between |
| the Coast Guard and |
| Marine Corp) is the per- |
| fect marriage. It is the |
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| Marines up on the beaches |
| with our landing craft. |
| We are now regrowing |
| those ties." |
| - Cmdr. Fred White |

and capabilities, to the training of our first MSST this month and the second MSST beginning next month.

"Our leadership is firmly committed to doing whatever is necessary to prevent another terrorist attack," he said.

White also had high praise for the assistance the Marines have provided at Courthouse Bay.

"Being with the Marines here has been valuable," he said. "Their service-over-self attitude has been an exemplary model for our students to follow. We would not be where we are now without them. They have graciously opened their waterways and training ranges to us, fed us in their chow halls, and provided berthing in their barracks.

"This partnership is the perfect marriage. It is the same partnership that brought us success during World War II when ... [the Coast Guard] brought Marines up on the beaches with our landing craft. We are now regrowing those ties."

Training in progress During mock training, a student from MSST 91101 fires his shotgun at an attacker.



An MK3 (name withheld for security reasons), one of several of the 25 MSST instructors who are former Marines, said training the men and women of MSST 91101 to protect the U.S. homeland is “the most satisfying job I have ever had.”

Another instructor, an MK2, said the training “has been a great experience. It is easier making friends here than at other new units because we all arrived at the same time. Everyone has been stepping it up and coming together as a team.”

One student, a 3rd class petty officer, said that she is often asked “about the 91101 on our caps.” To this trainee, it is an obvious source of pride to tell the questioner what the numerals mean, and to know that she is a member of the first team of MSST students, which will set the standards for others to follow.

The sands of time

Coast Guardsmen are not strangers to Camp Lejeune. Sixty years ago, Private First Class Norman Hatch saw Coast Guard coxswains carry hundreds of Marines ashore at Camp Lejeune’s beaches aboard landing craft during World War II training exercises. Hatch and his fellow Marines would soon be transported from ship to shore on such distant beaches as Saipan, Tarawa, and Iwo Jima, courtesy of the Coast Guard and the Navy.

“Homeland defense then was another important mission of Coast Guardsmen along the east and west coasts of the United States,” said Hatch. He saw Coast Guard coast watchers, armed with aging rifles and carrying binoculars, patrolling the beaches at Camp Lejeune, looking for enemy submarines. “This was serious business,” he said. “The beaches were covered with oil from U.S. merchant vessels that had been sunk just off the North Carolina coast by German submarines.”

Today’s Coast Guardsmen, together with their



PA3 SCOTT WHITNEY, LANTAREA

The day begins After an early morning run and before starting a full day of training, students from MSST 91101 stand at attention for morning colors.

counterparts in the other U.S. sea services, are once again protecting the U.S. homeland in the footsteps of their predecessors who left their footprints not only on the sands of Camp Lejeune but also on hundreds of islands in the Pacific during World War II. Their noble spirit lives on. 🇺🇸

Hoaxes are costly

Story by PA2 Chad Saylor, 8th Dist.

The broken, distraught voice screams through the radio: “Mayday, Mayday ... I need help! ... Mayday!”

The Coast Guard watchstander scrambles for a pen. As he reaches for a checklist, a patch of sweat forms on his head. With nervous excitement, he picks up the receiver and calls out, “Vessel in distress, what is your position? Over!” Hearing nothing in return, the watchstander repeats: “Vessel in distress, what is your position? Over!”

No response is heard. No position is received. There is no reply at all.

One of the Coast Guard’s missions is search and rescue, and the service trains every day for these situations. But, when a call is made under false pretenses, it costs the Coast Guard valuable time and taxpayers’ money. The service is trying to educate the public that these hoax calls are crimes and can lead to hefty fines and imprisonment.

Coast Guard units receive thousands of distress broadcasts on VHF-FM channel 16 each year. Mariners may only be able to transmit a brief description of their situation before tending to the needs of a their vessel. It’s often difficult to determine if a call is a false alarm, hoax or actual distress due to the vague information received.

Sometimes, what is thought to be a genuine distress call is actually a hoax; an intentional deception that often leads the Coast Guard on a wild-goose chase.

The conclusion that a particular mayday is a probable hoax is based on several articulable factors, with which a reasonable person would agree, that lead to the conclusion that the broadcast is false and there is no distress, according to the

International Aeronautical and Maritime Search and Rescue Manual. It is essential that SAR personnel treat every distress as genuine until they know differently.

Decisions have to be made quickly when lives are at stake. Coast Guard units need to prepare their rescue resources, and that could mean a boat crew getting underway or a flight crew getting airborne.

If the call is a hoax, resources are taken away from other missions, such as homeland security, marine safety, or assisting someone who is indeed in distress. The hoaxer places other lives in jeopardy and charges the tax-paying public for the assets used.

Three examples of the cost for Coast Guard services are:

- A Coast Guard HH-65 helicopter costs \$6,528 per hour
- A Coast Guard 41-foot utility boat costs \$2,162 per hour
- A 110-foot patrol boat costs \$1,751 per hour

“It’s demoralizing,” said Capt. Doug Connor, commanding officer of Group Corpus Christi, Texas, and former chief of search and rescue for the 8th District, referring to the unnecessary use of Coast Guard resources.

Connor said searching for someone who reports no useable position or identification risks Coast Guard crewmembers’ lives.

Connor knows first-hand about the hazards associated with hoax

“Searching for someone who reports no useable position or identification risks Coast Guard crewmembers lives.”
— Capt. Doug Connor

calls — he’s a Coast Guard pilot. It’s Coast Guardsmen such as Connor who spend the long, tiresome hours searching in vain for hoaxers. He said the Coast Guard needs more advanced technology to detect hoaxes and cited the National Distress and Response System Modernization Project as a start.

The goal of the project is to modernize and upgrade the National Distress and Response System; the ways and means by which the Coast Guard communicates with recreational and commercial boaters, other local, state and federal agencies, as well its own components.

Lt. Cmdr. Mark Kasper, the former assistant chief of search and rescue for the 8th District, said the project would improve coastal antennae sites, allowing the Coast Guard to pinpoint a mariner’s position with greater accuracy.

Kasper said multiple antennas could receive radio signals and relay that information to direction-finding equipment used by the Coast Guard. The data received could then tell watchstanders whether or not a distress call came from land or water, thus aiding the decision-making

process for launching a search.

He said the technology on the market cannot only read a voice, it can create a signal print of the voice — a kind of DNA of the human voice.

Retired Adm. James Loy, former commandant of the Coast Guard, stressed the importance of modernizing the service's technology to the Subcommittee on Coast Guard and Maritime Transportation and Infrastructure in 1999 saying, "A significant challenge for us, and an urgent priority, is to upgrade our aging distress communications system."

The number of mayday calls increased in the 8th District since Loy's plea to the subcommittee.

In 1999, the district suspended (exhausted all means utilizing either communications or Coast Guard assets) 131 calls where the word "mayday" was heard. In 2000, the number jumped to 227, according to district statistics. In these cases, no one was found. As of November

2001, 192 cases were suspended. Only 23 cases were confirmed as a false alarm, non-distress or actual distress. With new equipment and technology, the Coast Guard may be able to discern between what is a real distress call or a hoax.

Lt. Stacey Mersel, a former district command duty officer who managed search and rescue cases, said the increase could be attributed to handheld radios like the new Hummingbird, which many boaters use. The radio is equipped with an automated SOS button that could be accidentally pressed, alerting the Coast Guard of a possible distress.

The false calls made by both adults and children tie-up Coast Guard resources and adversely affect rescue personnel, said Mersel. Crews who are sent on bogus calls become mentally and physically tired, which can put those in true need of Coast Guard assistance in danger. The boating public is urged to report any distress calls heard on their VHF-FM

radio to the Coast Guard, she added.

Mullen said it's important to educate the public about the consequences hoaxes have on the Coast Guard, the taxpayers, and the boating public.

In August 2001, a federal judge in Mobile, Ala., sentenced a Florida man to seven months in prison for causing the Coast Guard to respond to a false distress call during Hurricane Georges in September 1998. The judge also ordered him to reimburse the Coast Guard \$49,208 for the cost of the search efforts.

Under federal law, knowingly and willfully transmitting a hoax distress call is a felony. It is punishable by up to six years in prison, a \$250,000 fine, and restitution to the Coast Guard for all costs incurred while responding to the distress.

The Coast Guard hotline to report false distress calls is (800) 264-5980.

For more information about boating safety, you can go to www.uscg-boating.org.



The CGC Liberty crew responded to a charter boat captain's radio distress call about 12 miles south of Angoon in Chatham Strait May 24. The 96-foot Alaskan Song, with 11 people aboard, struck rocks and began flooding at 8 a.m. The CGC Liberty, patrolling five miles away, responded to the skipper's request for help. Meanwhile, the Alaskan Song's crew beached the boat in Chaik Bay to keep it from sinking. The Liberty, a 110-foot patrol boat based in Auke Bay near Juneau,

dispatched a small boat and crew to transfer people from the Alaskan Song. The Liberty crew and three Alaskan Song crewmembers used two dewatering pumps to fight the flooding. A Coast Guard helicopter crew from Sitka delivered additional pumps. When a hoax call comes in, it takes valuable money and resources away from real emergencies like the Alaskan Song case.

We want YOUR photos!

Starting with the September issue, the Coast Guard Magazine plans on running two of the best photos it receives each month. Any photos selected will be run large and each one will be printed across two pages!

If you know how to use a camera, and you think you've got what it takes, then what are you waiting for?

Here are some guidelines to keep in mind:

- Photos of Coast Guard people in action are best.
- Photos should show both of a person's eyes (eyes should be open!).
- Try to make sure that viewers can tell that the person is in the Coast Guard (a uniform or piece of clothing that says "Coast Guard" helps).
- Photos of vessels or aircraft are

great, too - especially if they are in action.

- All submissions must be in focus!
- Please include some brief info with the photo: Who is in the picture, what they are doing, when and where.
- Digital photos must be 5x7", and 266 dpi.

Photos can be e-mailed to cgmag@comdt.uscg.mil, or express mailed to:
Commandant (G-IPA-1)



USCG Headquarters
2100 2nd Street S.W.
Washington, D.C. 20593
Editor

chuckles



ALL THOSE IN FAVOR OF PLACING COLLAR INSIGNIA RIGHT WHERE THE PLASTIC COLLAR STIFFENERS ARE, SAY AYE.

Promoted recently? Receive an award?



Remember, the folks back home care about YOU.

Let family and friends back home know about your accomplishments.



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

Old 8x10



COAST GUARD HISTORIAN

Semi-monthly mail

The keepers of Farallon Island Light Station and their families receive a long-awaited mail shipment in March 1920.

Located 30 miles off San Francisco, the station was one of the Lighthouse Service's most unique and isolated units. Five keepers and their families maintained and operated it. If the weather was calm enough, they got mail and supplies twice a month.

When the station was originally built in 1853, it was difficult to find keepers to staff it, especially because the \$500 yearly salary was less than servant's wages in San Francisco during the gold rush.

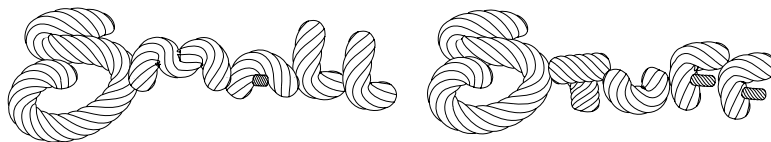
The first keeper, a stockholder in an egg company,

was more interested in gathering and selling eggs to the mainland during nesting season than maintaining the light.

Other early crewmembers survived by catching fish and rabbits and raising pigs, goats and chickens. They also brought rich soil from the mainland to make gardens on the rocky isle.

The station was stocked with a full set of tools, and the crew was required to repair the tower and light themselves.

In 1969, the keeper's dwelling was torn down, and in 1972 the light was automated. The station is now part of a bird refuge.



Veterans' Weekend Golf Event — America's Veterans, Inc. (www.COAV.net) is producing a 3-day veterans' weekend event at World Golf Village (www.wgv.com) in St. Augustine, Fla., Nov. 8-10. They are seeking 75 top golfers from the various military services.

Their goal is to raise money to be distributed to the Veterans Council of St. Johns County, Fla., its sister organization in Duval County, Fla., and the National World War II Memorial.

In the Service Veterans' Celebrity Pro-Am, individual results will be handicap based with an overall military service team winner declared.

In the two-day Military Services Invitational Golf Classic, members of the winning branch of service with the lowest two-day gross score take home "bragging rights."

Maximum handicap for selected players is 12. A total of 15 players will be selected to represent the Coast Guard. Interested players should respond via e-mail to

VFattizzi@COAV.net with their current USGA handicap, a brief bio on golf tournaments they have recently played in, as well as the results. American's Veterans Inc.

Lockheed Martin Supports Reading within the Coast Guard —

Lockheed Martin Corporation, with support from the Coast Guard Foundation, is sponsoring a book drive for Coast Guard members. This summer, Lockheed Martin Corporation collected 5,000 used books. A letter was sent to Coast Guard operational units to determine their interest in receiving the books. The Coast Guard Foundation compiled the list of interested cutters. To date, 90 percent of the books have been sent to those 60 interested units. For more information on receiving books, contact Scott Rudder at (856) 722-2572.

G-D

Coast Guard Ball — The national capital area Coast Guard Ball will be

Oct. 19, 5:30 p.m. - 11:00 p.m. at the Hyatt Regency Crystal City, Arlington, Va. Go to <http://cgweb.comdt.uscg.mil/wcgoa/> for more information.

Lt. j.g. Talisha Lawrence, G-OCU-2

American Military University Scholarships for spouses — AMU's Spouse Schoolmates Scholarship will cover AMU undergraduate tuition of up to \$750 per course, a book grant for all books required by the course, and \$75 transfer credit evaluation, if applicable. A spouse must apply for admission and register for the same semester sessions of his/her military sponsor. For more information, call AMU toll free at 1(877) 468-6268 or e-mail spouses@amunet.edu.

John C. Church, AMU

Combined issue of Coast Guard magazine — The September and October issues are combined into one issue as the staff transitioned to a new computer design/layout system. Editor

Shipmates

USCGC SEDGE: All past crewmembers are invited to the decommissioning of the CGC Sedge, scheduled for Nov. 15 in Homer, Alaska. We are looking especially for plank owners and former commanding officers. Any stories, photographs or memories would also be appreciated. Contact Ensign Timothy Sinquefield at Commanding Officer, USCGC SEDGE, Attn: Public Affairs Officer, P.O. Box 1365, Homer, AK 99603, (907) 235-5233 or tsinquefield@d17cutters.uscg.mil.

USCGA class of 1950: The Coast Guard academy class of 1950, the "First Eagle Class," is holding a reunion Oct. 2-7 at the Virginia Beach Resort Hotel and Conference Center, Shore Drive, Virginia Beach, Va. Visits are planned to colonial Williamsburg, Jamestown, Yorktown, the Wisconsin, Nauticus, the MacAuthur Memorial and other activities. For further information, please contact Captain Gibert Kraine, USCG, (ret.) at (757) 857-3801.

Enlisted mutual transfer SWAP SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submission as space allows.

Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

| Name | Unit | Desired Location | Phone |
|------------------------|------------------------------|--------------------------------------|----------------|
| Midwest | | | |
| YN3 Randi Nash | HRSIC, Topeka, Kansas | Any unit in D11 | (785) 339-3489 |
| West Coast | | | |
| AMT3 Kim Hollingsworth | AirSta Barbers Point, Hawaii | Air Station Sacramento or Clearwater | (808) 839-3491 |
| SK3 Robert Brown | CGC Morgenthau | Any East Coast or Michigan unit | (510) 437-3983 |



GROUP KEY WEST

Housing

1,151 Navy Family Housing units are located on four of the annexes of Naval Air Station Key West.

Facilities

Naval Air Station Key West offers many services including a commissary, exchange, bowling center, auto hobby shop, community center, child development center, fitness center, patio beach park, swimming pool, two marinas, several lounges and a restaurant.

Education

- St. Leo's College
- Florida Keys Community College
- Navy Campus: a worldwide network of professional education specialists who manage off-duty educational programs.

Weather

Summers range in the 90s, winters in the 70s. Hurricane season is from June through November.



Greetings from Group Key West



Be a part of a lot of action while living in a tropical paradise! Located 93 miles north of Cuba and 153 miles southwest of Miami, Coast Guard Group Key West is the most southern Coast Guard unit in the continental United States.

Its crew is responsible for 750 miles of coastline and 55,000 square miles of water in the Florida Straits and the Gulf of Mexico, bordering the countries of the Bahamas and Cuba.

The group provides high-quality, responsive service in all of the Coast Guard's major mission areas; most notably in search and rescue, drug interdiction, marine resource management, illegal migrant interdiction, and national security.

Group Key West is home to eight 110-foot patrol boats, the largest patrol boat fleet in the Coast Guard.

An average month for Coast Guard forces in the Florida Keys includes saving 21 lives, conducting 87 SAR cases, seizing 42 pounds of marijuana, 258 pounds of cocaine (worth \$11.5 million), keeping 123 illegal migrants from entering the United States, saving \$3.5 million in personal property, and servicing 112 aids to navigation.

Key West is connected to the mainland by the Overseas Highway (U.S. Highway 1), which consists of 42 bridges, making the trip from Miami to Key West a beautiful journey over the crystal blue waters of the Gulf of Mexico and Atlantic Ocean.

If you enjoy tropical weather and water recreation, you

will love Key West. Five miles offshore is the last living coral reef of the North American Continent.

Six hundred varieties of edible fish can be found in our local waters, including tuna, amberjack, dolphin, and king mackerel. If you prefer shellfish, then grab a mask and snorkel and take part in the recreational harvest of Florida spiny lobster from July to March.

If shopping, dining out and nightlife are your idea of relaxing, then you're in luck. Caribbean shops and restaurants are scattered throughout Old Town Key West. After taking in the sites on Duval Street, you can enjoy the world famous Key West sunset at the nightly sunset festival on Mallory Square.

Key West is rich in history and has been a popular hang out for 19th century pirates, as well as the likes of Harry Truman, Tennessee Williams and Ernest Hemingway.

Group Key West enjoys a wonderful relationship with the community of Key West. Group personnel are very active in the Partnership in Education Program, the Salvation Army and various civic organizations. Every October, Group Key West hosts a haunted house for charity, which draws thousands of people to the base.

A combination of high-tempo operations, outstanding military facilities and tropical paradise makes Group Key West a "dream billet."

So come on and head south and become a "Keeper of the Keys!"

Lt. j.g. Jamie Frederick, Group Key West

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



All wet

HS2 Raul Aguilar, a potential aviation survival technician, drips dry as he prepares for the next portion of his rescue swimmer training at AST school in Elizabeth City, N.C.

PHOTO BY TELFAIR BROWN, G-IPA