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Alaska Bear

SITKA OUTFLIES COMPETITION

TWO BRANCHES, ONE MISSION

C.L.E.A.R.

THE RIGHT TO CARRY?



Arctic Gateway

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On The Cover

POINT HOPE, Alaska – Petty Officer 1st Class Craig O'Brien, carries 150 pounds of equipment to help assemble a 15-foot Coast Guard Aid to Navigation Tower four miles south of Point Hope Saturday, July 31, 2010. Coast Guardsmen from Aids to Navigation Team Kodiak carried equipment over a quarter mile to where the tower was built. Coast Guard photo by Petty Officer 3rd Class Walter Shinn.

Around the 17th District



A)

Coast Guard Air Station Kodiak aircrews medevaced a crewman reported to have injured his hand aboard the 580-foot South Korean-flagged bulk carrier, BK Champ, about 30 miles southwest of Adak Sept. 21, 2010.

B)

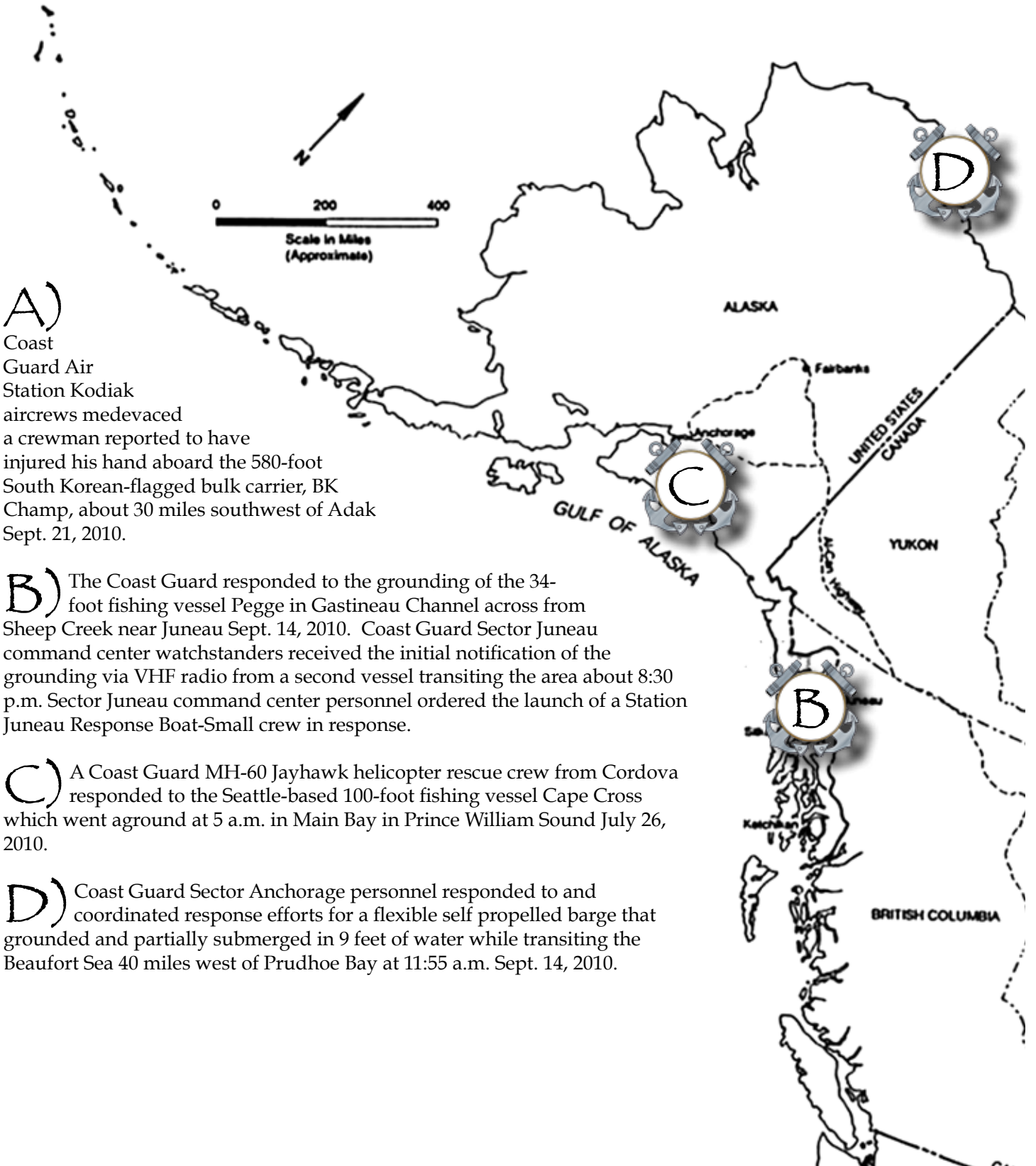
The Coast Guard responded to the grounding of the 34-foot fishing vessel Pegge in Gastineau Channel across from Sheep Creek near Juneau Sept. 14, 2010. Coast Guard Sector Juneau command center watchstanders received the initial notification of the grounding via VHF radio from a second vessel transiting the area about 8:30 p.m. Sector Juneau command center personnel ordered the launch of a Station Juneau Response Boat-Small crew in response.

C)

A Coast Guard MH-60 Jayhawk helicopter rescue crew from Cordova responded to the Seattle-based 100-foot fishing vessel Cape Cross which went aground at 5 a.m. in Main Bay in Prince William Sound July 26, 2010.

D)

Coast Guard Sector Anchorage personnel responded to and coordinated response efforts for a flexible self propelled barge that grounded and partially submerged in 9 feet of water while transiting the Beaufort Sea 40 miles west of Prudhoe Bay at 11:55 a.m. Sept. 14, 2010.





Memorial Overflight

SITKA, Alaska - A Coast Guard MH-60 Jayhawk aircrew from Air Station Kodiak, standing by for aircrews in Sitka following the crash of CG6017 near La Push, Wash., in July, conducted a memorial overflight Saturday, July 10, 2010, in Sitka. The Coast Guard ensigns will be circulated to all Coast Guard air stations to be flown before they are presented to the families of the fallen aviators. U.S. Coast Guard photo by Petty Officer 1st Class Jeff Solomon

Watchful Eye

KODIAK, Alaska - Petty Officer 3rd Class Mike Klopp, a boatswains mate and coxswain, at Coast Guard Aids to Navigation Team Kodiak looks to the stern of the 41-foot Utility Boat to check on his crew Sep. 9, 2010. Klopp and crew aboard the UTB were out in Chiniak Bay participating in a training exercise with Air Station Kodiak. U.S. Coast Guard photo by Petty Officer 3rd Class Jonathan Lally.



**OFFICIAL
ONLINE STORY**

COAST GUARD COMPASS

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Homeland
Security

Sitka aircrew outflies competition at Canadian exercise

TUESDAY, OCTOBER 5, 2010

Written by: LTJG Stephanie Young



The MH-60 Jayhawk helicopter crew who won the marine rescue event. The Coast Guard team finished with a time of three minutes, 13 seconds with the second and third place teams finishing with a time of 8:13 and just over 12 minutes. Coast Guard photo courtesy of Air Station Sitka.

A shared border and increasing importance on arctic waterways makes a partnership between U.S. and [Canadian forces](#) critical to our joint security. That partnership has resulted in successful [search and rescue missions](#), [pollution response](#) and [security zone enforcements](#). It has also resulted in a friendly rivalry between the two nations that was highlighted during the [2010 Royal Canadian Search and Rescue Exercise](#) (SAREX).

Last week's SAREX provided an opportunity to showcase aviation rescue skills, and amongst the complex events of parachuting accuracy, medical triage and mountainous terrain searches, an aircrew from Air Station Sitka brought home the top prize in the marine rescue event.

Competing against [Royal Canadian Forces](#) and the [U.S. Air Force](#) was the [Air Station Sitka](#) crew of LT Geoff Barela, LT Brooks Crawford, [AET1](#) Bryson Rectenwald, [AMT2](#) Kristopher Foglia, [AET2](#) Jamie Flood, [AST2](#) Jonathan Kline and [AST3](#) David Paquin.

As a testament to the international collaboration that was fostered through the duration of the SAREX, the Coast Guard was short one rescue swimmer to compete in the marine rescue event and was joined by an honorary crewmember, William Ternes. Ternes is a Canadian search and rescue technician, commonly known as a "SAR tech" who is stationed at the [442 squadron](#) in Comox, Canada.

"In preparation for the exercise we learned the similarities and differences between our operating procedures," said Crawford. "The help of the Canadian SAR tech was instrumental in our crew being able to participate and win the event."

The marine rescue event was a complex competition that had the aircrews showing their airmanship skills the second they received the "go" order. After briefing, the aircrews flew to a nearby lake in their [MH-60 Jayhawk](#), where they located three separate buoys with a life-sized dummy attached to each.

Barela and Brooks as aircraft commander and co-pilot flew a tight circle and came to a hover over the first buoy where they free-fall deployed a rescue swimmer. The height and distance was key in deploying the first swimmer, as they had to do so within ten feet of the buoy. Left alone in the water, the swimmer detached the dummy from the buoy and swam his 175-pound "survivor" to shore, 75 yards away.



The crew prepares to lower a rescue basket during the marine rescue event at the annual search and rescue exercise in Whitehorse, Yukon, Canada. Coast Guard photo courtesy of Air Station Sitka.

The aircrew then moved onto the second buoy where Ternes was free-fall deployed into the lake's water and began to prepare his "survivor" to be hoisted by a rescue basket.

Over the third buoy, the Jayhawk was placed in a hover as they deployed the rescue swimmer with a harness. The exemplary precision of both pilots and swimmer were shown as the swimmer touched the buoy with his fins prior to entering the water. The

accuracy of the deployment allowed the crew to subtract four minutes from their total time – something no other team accomplished.

After the successful deployment of the third swimmer, the pilots maneuvered back to the second buoy where they retrieved the SAR tech and "survivor" by hoisting them in a rescue basket.

Now in the home stretch, the aircrew retrieved the third rescue swimmer and dummy in a sling recovery, and as the third and final swimmer was brought into the helicopter's cabin, the clock was stopped.

"The exercise was fantastic training that really challenged our crew," said Barela. "It is also great to collaborate with international partners. We learned from them and they learned from us."

While the marine rescue event brought home a win for the Coast Guard, the trophy serves as a symbol of the staggering skill and training, coupled with partnerships that go into aviation missions.

Royal Canadian Forces hosted the annual search and rescue exercise, held in Whitehorse, Yukon, Canada, to discuss techniques and standardized practices, as well as enable the key partnerships that are so crucial during search and rescue operations.

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Story by Petty Officer 1st Class Sara Francis, PADET Kodiak

Two Branches, One Mission: *Save Alaskans*

Joint Operations

KODIAK, Alaska - The crews of a Kodiak-based Coast Guard MH-60 Jayhawk helicopter and an Anchorage-based Air National Guard HH-60 Pavehawk helicopter conduct joint water rescue training over Women's Bay in Kodiak June 30, 2010. The crews conduct multiple search and rescue missions in Alaska annually. U.S. Coast Guard photo by Petty Officer 1st Class Sara Francis.



In Alaska rescue operations are prosecuted by two federal services, the Alaska Air National Guard and the Coast Guard. The Coast Guard's jurisdiction falls to the water, islands and coastal regions. The Air Guard handles the inland search and rescue cases. The services work together on some cases due to unique circumstances and are seeing more cross over on rescue operations.

Aug. 9 a small plane went down in rural Alaska near the Nushagak River 26 miles northwest of Dillingham killing five of the nine passengers and crew including the former Alaska Senator Ted Stevens. Alaska Air National Guard and Coast Guard assets responded. The Air National Guard pararescuemen were already

on scene working to extract the injured from the wreckage when the Coast Guard arrived from Air Station Kodiak.

"It was an intense scene," said Petty Officer 2nd Class Michael Gerent of Gainesville, Fla., an aviation survival technician on the case stationed at Air Station Kodiak. "We had to triage the patients and be aware the whole time of the potential for the wreckage to slide down the hillside and how we'd get ourselves and the injured out of the way if we had to."

Gerent was lowered to the ground on the 40-degree slope of the mountainside below the wreckage and was forced to hike up with a full gear bag to assist. He worked alongside

Air National Guard counterparts to treat injured patients and medevac them in the Coast Guard and Air National Guard helicopters to Dillingham. In one case a man with internal injuries was hoisted into the helicopter in a Coast Guard rescue basket to prevent further injury as opposed to the rescue sling routinely used by the Air National Guard.

Once in Dillingham, crewmen aboard an HC-130 Hercules aircraft from Kodiak further medevaced the three survivors with two Air National Guard pararescuemen to Anchorage.

"We had a Coast Guard corpsman with us in addition to the pararescuemen and our crew working to treat the survivors including

stabilizing broken bones," said Petty Officer 3rd Class Gregory Sykes of Lovell, Wyo., a loadmaster aboard the Hercules. "We flew low, below 10,000 feet, and couldn't pressurize the cabin due to the survivor's injuries."

One significant difference between the services is the training and equipment used by the Coast Guard's aviation survival technicians and the Air National Guard's pararescuemen.

Coast Guard ASTs spend four months in training at an air station prior to going to school. They then train for 18 weeks learning rescue techniques, small engine repair, parachute packing, first aid and aviation survival gear maintenance among other things. The rescue

KODIAK, Alaska - Lt. Ian Hurst, an HH-65 Dolphin pilot at Coast Guard Air Station Kodiak, demonstrates the Coast Guard's SAR warrior aircrew survival vest to the aircrew of an Air National Guard 210th Rescue Squadron HH-60 Pavehawk June 26, 2010. The crews were conducting joint water rescue training. U.S. Coast Guard photo by Petty Officer 1st Class Sara Francis.



swimmer-training program has one of the highest student attrition rates of any special operations school in the military. Following graduation and upon reaching their first station they complete additional aircraft and region specific training that can take up to a year. Many complete additional emergency medical technician courses and become nationally registered EMTs.

Pararescuemen spend two years in their initial training. From start to finish the dropout rate is 60 to 90 percent from each class. They attend additional training from many services including parachutist training in Arizona, Army Airborne School in Georgia, Air Force Combat Dive School in Florida, EMT and paramedic school in New Mexico and a host of others that range from a few days to up to six months. They have more varied experience and are deployed to a larger variety of areas worldwide.

Sykes was struck by the sheer amount of gear the pararescuemen travel with. They brought two pallets totaling about 300 pounds of equipment back from Dillingham aboard the Hercules. Tools include the jaws-of-life and more advanced medical gear than the Coast Guard ASTs use.

Despite differences in training and experience the servicemen worked together to stabilize and comfort the survivors of the plane crash saving four of their lives.

The Ted Stevens' case is just one example of joint work between the two services.

On an annual basis the services team up to bring care to the North Slope during Operation Arctic Crossroads. Air National Guard crews transport doctors, dentists, optometrists and veterinarians to remote Alaska villages while the Coast Guard conducts boating safety outreach and vessel exams. The crews routinely conduct

volunteer community service projects as well, such as painting schools and rebuilding fire engines.

In June, Air National Guard crews from Kulis Air National Guard Base in Anchorage came to Kodiak to conduct joint water rescue training for three days. The Air National Guard conducts the majority of their cases on land. They are most often launched by the Alaska State Troopers for inland search and rescue. As of the end of September they are credited with 41 missions and 27 lives saved in 2010.

"Typically the summer season brings us to Denali and the climbers in trouble," said Maj. Karl Westerlund, a fulltime HH-60 Pavehawk pilot with the 210th Rescue Squadron. "The fall tends to be hunters and hunting parties that have issues with light aircraft or stranded on scene type events, and in the winter typically it's

snowmachiners or skiers that find themselves in trouble."

The Coast Guard and Air National Guard both fly a version of Sikorsky's HH-60 though they are configured differently.

According to Westerlund, the Air National Guard Pavehawk is a multi-mission multi-role helicopter primarily designed to execute combat rescue missions anywhere in the world.

"Everything from taking our pararescuemen and their dive gear out to an underwater situation to the top of the highest mountains in Alaska and everything in between," he said.

That in between is the desert and mountains of the Middle East and Central Asia. Westerlund and several of the pilots he flies with have completed combat tours overseas and expect to be deployed again.

In Kodiak the crew worked with the Coast

Cougar Rescue

KODIAK, Alaska --The Singapore-flagged vessel Cougar Ace remains disabled and listing at 60 degrees 230 miles south of the Aleutian Islands July 26, 2006. Coast Guard and Air National Guard crews worked together to rescue the 23 crew aboard the Cougar Ace. U.S. Coast Guard photo.



Guard specifically on waterborne rescue.

"There are minor differences in our techniques and procedures but our standards are similar," said Westerlund. "They're not identical but they're parallel which lets us see that our training path for doing water missions is parallel to the Coast Guard and we consider the Coast Guard the experts in water missions."

The biggest difference in the aircraft configuration is the Coast Guard's use of external fuel tanks while the Air National Guard has an in air refueling capability. This refueling capability makes the National Guard the go-to responders for extreme long-range offshore rescue.

In July 2006, Coast Guard and Air National Guard helicopter crews worked to rescue 23 personnel from the deck of the 653-foot car carrier Cougar Ace as it listed to 60 degrees in the North Pacific Ocean. The Coast Guard's Kodiak-

based HH-65 Dolphin embarked on the Coast Guard Cutter Morgenthau was in range to assist. The ship was outside the range of the Coast Guard's land based MH-60s. Air National Guard assets came over 1,000 miles from Anchorage.

In July 2009, an Air National Guard HH-60 Pavehawk crew with a Coast Guard Hercules escort rescued a Norwegian kayaker in distress 10 miles southeast of Little Diomed Island in the Bering Strait as his bid to circumnavigate the world under human power came to an end in the unforgiving weather of the northern Bering Sea. The Coast Guard rescued a Frenchman five days earlier 40 miles north of St. Lawrence Island attempting the same feat.

During the 2010 Operation Arctic Crossroads the Air National Guard was called away from their work in the northern villages to rescue the crew of a downed plane on the Knik Glacier

north of Anchorage. Weather conditions forced the crew to insert the pararescuemen four miles from the aircraft. Using mountaineering skis and towing sleds full of gear that weighed 100 to 150 pounds each, two of the four members of the pararescue crew reached the men the next day and the rescue helicopter crew was able to recover the team and the survivors despite challenging whiteout weather conditions.

This was not unlike a case the Coast Guard conducted in May saving two men and seven sled dogs after high winds and whiteout conditions forced their small helicopter down near the Godwin Glacier north of Seward. The crew was challenged to get all the dogs in the aircraft and maintain a hover in such poor visibility.

"We were in a convergence of winds coming from two different directions off the mountains

and had to hoist using the helicopter wreckage as a point of reference to prevent us from whiting out ourselves," said Lt. Cmdr. Craig Neubecker of Burden, Kan., an MH-60 pilot at Air Station Kodiak. "The crash was on a mountainside and it was very steep, so we lowered the rescue swimmer to the cliff ledge to perform the rescue."

The rescue swimmer on the case, Petty Officer 3rd Class Erich Klingner of Forked River, N.J., hiked several miles to and from the downed plane with the animals. They and the two men were safely delivered to Seward.

Two services, multiple aircraft, minor differences, one mission – serve the people of Alaska and rescue them from harm. By working together the Coast Guard at Air Station Kodiak and the Alaska National Guard have saved 103 lives and assisted 87 others thus far in 2010. They continue to serve so that others may live. 🐾

Story and photos by Petty Officer 3rd Class Walter Shinn, D17

Lighting the gateway to the Arctic

The sun could be seen from the Arctic community of Point Hope as it eclipsed the horizon in the early morning, but winds picked up and temperatures gradually decreased during the summer day. Salt could be tasted on the tip of one's tongue as the wind blew eastwardly from the Bering Strait. There was an occasional wind gust of up to 30 mph as the crew of four walked across the barren frozen tundra carrying up to 150 pounds of equipment to one mile south of Beacon Hill four miles south of the village.

Vessels are routinely traveling through the Bering Strait without many visible maritime aids to navigation. To help vessels safely navigate through the strait four Coast Guardsmen from Aids to Navigation Team Kodiak traveled to Point Hope to build the Northern-most Coast Guard Aid to Navigation tower in the United States July 28, 2010.

Not only was the location for this tower unique but also for three of the four Coast Guardsmen who constructed the tower. The tower was constructed by Chief Petty Officer James Brumley, Petty Officer 3rd Class Christopher Mackey, Petty Officer 2nd Class Casey Loken and Petty Officer 1st Class Craig O'Brien, who are stationed at ANT Kodiak. For Loken, O'Brien and Mackey this was their first navigation tower construction deployment.

Another unique facet of the light is the help it will provide for Alaskan natives on the North Slope often use maritime ATON lights to distinguish which direction to go when traveling and hunting.

"People on a vessel or snowmobile may see the flashing light at night on land or offshore and know which direction home is," said Brumley. "You don't want to be guessing the wrong direction in the Arctic during severe weather storms or at night."

Over the period of five days the four Coast Guardsmen drove a utility truck to haul all of the

equipment four miles south to the build site. Since the frozen tundra was too bumpy and uneven for the truck they had no other option but to carry the hand tools and assembly pieces for the tower a quarter of a mile. This required going to and from the utility truck several times even with each person maximizing the number of pieces they were able to safely carry.

In order for the 15-foot tower to withstand the Arctic weather conditions a three foot hole was dug using a shovel and pickaxe into the cement-like permafrost. The four came to near exhaustion as the permafrost only continued to become harder the further they dug down. They played rock music in the background to help gain adrenaline and keep up their spirits while they chipped away at the permafrost.

Once the holes were dug to the depth and width needed to support the tower construction began.

One person stayed on the ground to hand equipment to help the three others who assembled the tower. Bolts were tightened and looked over when the construction of the tower was complete. The four Coast Guardsmen worked in tandem as the tower began to take shape while it was pieced together with bolts, screws and the structure pieces. Within six hours they completed the navigation tower.

However, there were still a few more items to be added on the tower.

On the final day four dayboards and an LED light were installed onto the tower. The dayboards warn vessels navigating through the Bering Strait of nearby land during the day. The crew found out they can also be used as kites while they carried the platforms a quarter of a mile in winds gusting up to 20 mph. Three people held each dayboard safely in place while the fourth person bolted it into the tower.

The LED light was installed after the dayboards. The light is powered by a solar panel which

Beacon of Hope

POINT HOPE, Alaska – The 16-foot Coast Guard Aid to Navigation Tower which was built four miles south of Point Hope was completed on Sunday, August 1, 2010. Four Coast Guardsmen from Aids to Navigation Team Kodiak completed building the tower in six hours Saturday and placed the aids to help vessels navigate through the Bering Strait Sunday. Coast Guard photo by Petty Officer 3rd Class Walter Shinn.

charges three batteries during the day in order for the light to be seen by vessels at night. This is the first LED light used in the region but it is specifically built to withstand the harsh winter conditions.

The LED light is visible offshore from a distance of up to 10 miles away and the day boards may be visible up to three miles on a clear day.

Brumley, O'Brien, Loken and Mackey traveled more than 1,600 miles roundtrip to build a navigational aid along the Bering Strait in five

days. They built the tower while digging through permafrost, battled vicious mosquitoes in sunny weather and 30 mph wind gusts only to help future vessels navigating through the Arctic gateway.

The constructed tower is one of four in the Arctic Circle but is the Northern-most Coast Guard aid to navigation tower in the region. With the tower constructed near Point Hope it will serve as an essential link of communication between vessels and jagged Arctic shoreline. 🐾

Story and photos by Petty Officer 3rd Class Walter Shinn, D17

Extending operations into the last frontier

For centuries frozen ice has surrounded the world's northernmost ocean during the winter extending into the Bering Strait enabling people living in the isolated communities throughout the Arctic Circle to travel across the ice. Today, shrinking ice is allowing vessels to navigate to the Arctic Ocean transporting people through a remote region one-fifth the size of Lower 48 states with limited rescue assistance days away.

Over the previous three years the increased access and activity in the Arctic region has prompted the Coast Guard to test the service's rescue aircraft and watercraft in the communities of Barrow, Nome and this year Kotzebue.

Recently more than 70 Coast Guard, Army National Guard, Air National Guard and U.S. Public Health Services personnel deployed

POINTING THE WAY

KOTZEBUE, Alaska – Petty Officer 2nd Class Shawn Crabtree, a boatswain's mate and resident of Ketchikan, Alaska, and Chief Warrant Officer Mark Helmers, a resident of Juneau, Alaska, and Hiram Walker, director for search and rescue Northwest Arctic Borough, point toward a barge that is navigating through Kotzebue Sound Sunday, August 8, 2010. Walker led Crabtree and Helmers to a potential location for a new marker to be placed to help people navigate through the area during winter seasons.



Safe Landing

KOTZEBUE, Alaska – A Coast Guard MH-60 Jayhawk rescue helicopter lands on a tarmac as an Army National Guard UH-60 Blackhawk and an Air Force National Guard HH-60 Pavement helicopter prepare to land at Forward Operating Location Kotzebue with personnel deployed in support of Operation Arctic Crossroads 2010 Sunday, August 8, 2010. Helicopter crews transported personnel to remote northwestern Alaskan villages including Pt. Hope, Koyuk, Wales, Selawik, Shishmaref, Kivalina.



to Kotzebue for a 10 day initiative providing physical exams, dental, optometry, boating safety awareness and other community services to eight boroughs throughout Northern Alaska. This multi-agency operation was an opportunity for the Coast Guard to measure operational effectiveness and the overall capabilities of Coast Guard assets.

"Identifying operational capabilities for Coast Guard response boats in the arctic waterways is vital to understand the service's current limits in the remote region," said Cmdr. Michelle Webber, operational commander of Operation Arctic Crossroads. "At the same time, we are learning

about the culture of the region while bringing much needed medical care to remote villages and encouraging them to use better boating safety practices."

During the operation the three helicopter crews flew the medical and boating safety teams more than 6,500 miles to the remote villages in Northwest Alaska. Medical doctors examined 277 patients, an optometrist examined 98 patients, two veterinarians treated 326 animals and a team of dentist examined 74 patients.

Two Coast Guard Auxiliary members distributed 1,095 whistles and signal mirrors, 48 youth sized Personal Flotation Devices, 20 adult

PFD's, 495 coloring books and gave boating safety classes to each village.

Helicopter crews from the Coast Guard, Air National Guard and Army National Guard transported personnel in support of Operation Arctic Crossroads 2010 to 12 villages in Northwest Alaska. Medical and boating safety teams were transported to Noatak, Point Hope, Shishmaref, Kivalina, Koyuk, Wales, Shaktoolik, Nome, Selawik, Teller, Gamble and Savoonga.

Residents at each village waited at the airport with all-terrain vehicles to welcome the teams aboard the helicopters when they landed. The medical teams were transported via the ATV's

through the bumpy frozen tundra to the school house and medical clinic. The medical teams used the village medical clinics as staging areas while the boating safety teams set up in a classroom at the local school.

Children followed the veterinarians with curiosity as they tried to cover the entire community within the allotted time at each village. If the children weren't following the veterinarians they would be attending presentations on boating safety from the Coast Guard Auxiliary.

The other section of the medical team was busy treating numerous patients who received much

needed dental, foot and eye care during the stay at each village. During each village visit teams stayed for a period of four to six hours. Once it was time to leave it was common to see the residents lined up along the runway waving farewell as children blew their whistles.

While Coast Guard, Army National Guard and Air National Guard helicopters were transporting medical and boating safety teams to remote villages, Coast Guard personnel were operating rescue boats testing maneuverability in unmarked shallow waterways around Kotzebue.

Coast Guardsmen tested four types of small boats including a Special Purpose Craft-Shallow Water boat, a 25-foot Response Boat-Small, an 18-foot Sea Wolf Kite boat, and a 24-foot Munson boat. They also tested a 28-foot Metal Shark jet boat.

The waterways the response boats navigated across ranged in depth from one to six feet in Kotzebue Sound. The muddy bottom shifted often making the unmarked area challenging to navigate across. The waterways around Kotzebue

freeze during the winter season allowing people to travel between villages using custom built navigational markers. The markers serve as a vital navigational aid in the Arctic region.

Personnel deployed for Arctic Crossroads also participated in a community service project at the Boys and Girls Club in the city of Kotzebue. Coast Guardsmen and USPHS personnel worked together to help widen the gate to an ice rink in order for a snow remover to drive through. Additionally, they helped clean up around the city and painted the inside of the facility.

The results from testing the Coast Guard's capabilities in the region will be evaluated by Coast Guard Commandant Adm. Robert Papp Jr. who will present the recommendations to Congress in Washington D.C. with hopes that someday the Coast Guard can be permanently present in the Arctic.

Until then Coast Guard members throughout Alaska plan to continue its yearly operation building on previous efforts to establish the service as the premier search and rescue agency in the Arctic. 🐾



Dog Doctors

KOYUK, Alaska – United States Public Health Service Veterinarian Doctor Mary Anne Duncan, a resident of Mebane, N.C., examines one of two dogs owned by Koyuk residents Wayne and Fannie Nassuk Wednesday, August 4, 2010. Duncan and USPHS Veterinarian Doctor Wanda Wilson walked through the community of 350 to examine 48 dogs and three cats.

Emergency Training (Page 22)

KOYUK, Alaska – Mike Morris demonstrates the use of an emergency harness to local residents during a boating safety demonstration as part of Operation Arctic Crossroads 2010 Wednesday, August 4, 2010. More than 100 of the 350 residents attended the boating safety demonstration that was given throughout the afternoon displaying boating safety equipment and educating the community.



Search and rescue, aids to navigation and marine safety are just a few of the Coast Guard's daily missions, but among these, law enforcement is one of its more prominent missions.

There is a couple of ways Coast Guardsmen receive law enforcement training; through "C" school, a highly supplemental training school or on-the-job training. Members at shore units and cutters can attend both the Boarding Team Member "C" School or receive specialized training from Coast Guard law enforcement training teams.

Recently the Coast Guard Cutter SPAR, homeported in Kodiak, Alaska, was visited by Training Team West members stationed in Alameda, Calif., for their law enforcement training as well as a comprehensive law enforcement assessment of readiness.

Petty Officer 1st Class Lee Brown, a gunner's mate with TraTeam West, was among the group of instructors that visited the SPAR's crew. Brown provided instruction in use of force and boarding procedures.

"Our primary mission is to conduct an assessment of the unit's law enforcement program so we can provide the command we are visiting with a snapshot of where their law enforcement program lies and any recommendations to make it better," said Brown.

When instructors like Brown visit units to conduct training they do it in a classroom setting and through hands-on training.

The classes that are given consist of boarding procedures and review of the 4th and 5th Amendments to the Constitution to help boarding team members know people's rights and how to go about performing the responsibilities of their jobs.

The hands-on portion of the training deals with defensive tactics. Kicks, stuns, handcuffing, pressure points and joint manipulation are among some of the defensive tactics that are taught.

"We visit a unit a week at a time," explained Brown. "The first day or so we worry about the assessment. When we leave the unit we try to make sure their law enforcement instructors are top notch."

Students such as Petty Officer 2nd Class Joshua Sheppard, a boatswain's mate on the cutter SPAR, benefit from the training that instructors like Brown provide.

Sheppard mentioned he had previous experience with law enforcement as a member of a boarding team from his time at a small boat station.

"I'm pretty new to the unit and I don't currently hold the qualification here for a boarding officer or boarding team member," explained Sheppard. "I have in the past though, so this actually is a great refresher to get me jump started on my re-qualification."

Sheppard praised the TraTeam West instructors saying what an excellent job they were doing to making it simple by breaking it down to understand.

Brown lit up when he spoke of how instructing pays off when he sees "that light bulb go off" in the students eyes.

Sheppard reflected on his time from the training mentioning the highlights and benefits that he received, from kicks, stuns and all the physical training, to the

classroom instruction which Sheppard said was his favorite part of the training.

"It may sound odd but usually people like the physical stuff we do," Sheppard said. "My favorite part is the classroom time because it seems my knowledge base grows every time I sit down in one of these classes."

Gaining confidence in your shipmates and their skills with law enforcement, hearing them ask their questions and receiving more knowledge are all benefits that Sheppard said he was getting from the training.

Sheppard extended his gratitude toward Brown and the other instructors for taking the time to come to Kodiak. He commented on the distance of Kodiak from California saying, "it was a little out of the way."

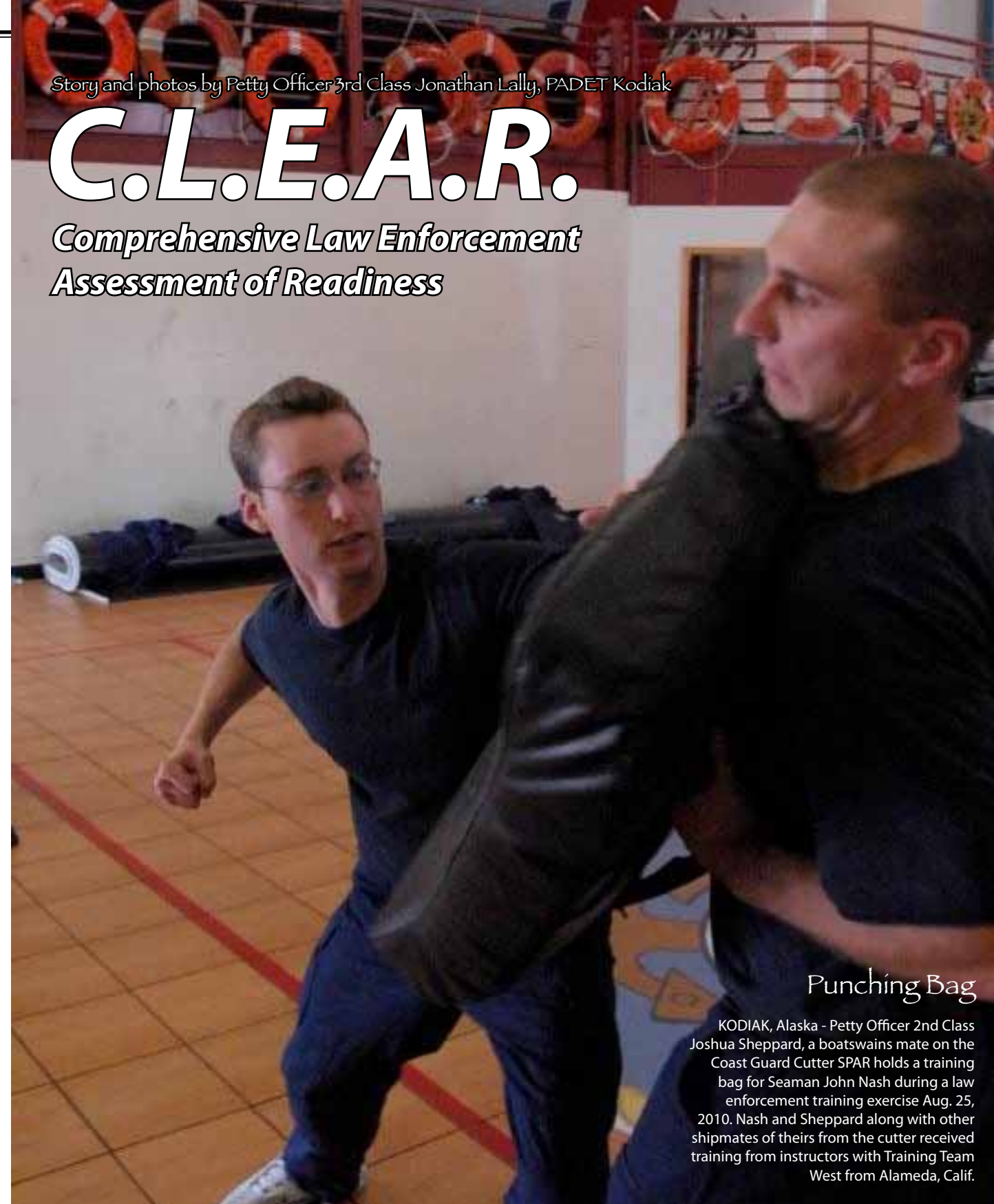
"My favorite part is the classroom time because it seems my knowledge base grows every time I sit down in one of these classes."

— Petty Officer 2nd Class
Joshua Sheppard

Story and photos by Petty Officer 3rd Class Jonathan Lally, PADET Kodiak

C.L.E.A.R.

Comprehensive Law Enforcement Assessment of Readiness



Punching Bag

KODIAK, Alaska - Petty Officer 2nd Class Joshua Sheppard, a boatswain's mate on the Coast Guard Cutter SPAR holds a training bag for Seaman John Nash during a law enforcement training exercise Aug. 25, 2010. Nash and Sheppard along with other shipmates of theirs from the cutter received training from instructors with Training Team West from Alameda, Calif.

"It keeps us on the same page," said Sheppard. All in all, confidence boosters and gained skills to growth of knowledge and recommendations for bettering the law enforcement program of a unit, the training received by Alaska-based Coast Guard units is unique and helpful.

The instruction provided to the SPAR crew has better prepared them to conduct proper boardings in Alaskan waters and has set them on the road to becoming "top notch" law enforcement personnel for this prominent mission for the Coast Guard. 🐾

In a convenience store in Pennsylvania a criminal was accosting a young female clerk threatening her with bodily harm if she didn't give him the money! Behind this man was an elderly woman who drew her revolver and held the man until police arrived to take him into custody.

While this example is anything but ordinary, it is one example of how responsible citizens across the United States have decided to exercise their state given right to own and carry a concealed firearm.

Alaska is one of 41 states that issue permits allowing their residents to carry a concealed firearm and one of three unrestricted states that do not require a permit to carry a concealed firearm upon ones person while within the state.

Alaska does not require a permit for a law-abiding adult to carry a handgun, either openly or concealed, within the state's borders. However, the state continues to issue permits to any of its residents who meet the state's issuance criteria for reciprocity reasons; meaning that Alaska residents can carry with a permit while in other states that recognize the Alaska concealed carry license.

Alaska statute 11.61.220 allows anyone 21 or older, who may legally carry a firearm to also carry it concealed without having to obtain a special permit. However, the possession of a firearm at courthouses, schoolyards, bars and domestic violence shelters is prohibited.

While the right to own a firearm is a hotly debated topic in Washington D.C. and across the United States, the fact is that Alaska has given its residents the right to carry if they so choose. However, the right to carry comes with distinct

responsibilities and a person 21 or older may be charged with misconduct involving weapons in the 5th degree under Alaska statute 11.61.220 if they:

- fail to immediately inform a peace officer that they are carrying a concealed handgun
- fail to allow the officer to secure the weapon or fails to secure the weapon at the direction of the peace officer
- carry the weapon concealed within another person's residence, unless they have first obtained the express permission of an adult residing there, whether or not the person has a concealed handgun permit.

A routine stop for a traffic violation as any law enforcement officer will tell you is anything but routine and is one of the few instances where a law abiding adult carrying a concealed firearm will run into the first and possibly the second bullet listed above.

The Coast Guard allows you to own a firearm as long as all civilian procedures are followed.

Always keep in mind that Federal law prohibits the possession of firearms of other dangerous weapons in all Federal Buildings, with or without intent to commit a crime, by all persons not specifically authorized by Title 18, United States Code, Section 930 (c). Conviction carries penalties of up to five

up to five years imprisonment and \$5,000 fine.

Title 18 is the minimum that you as a responsible gun owner need to be aware of. There are unique firearm requirements for each military base, and what may be acceptable on a Coast Guard base may not be all that is required



Story and photos by Petty Officer 1st Class David Mosley, PADET Anchorage

The right to carry?



while on an Air Force or Army base. As a responsible gun owner it is your responsibility to check with base security at the gate before entering to become familiar with the unit's particular regulations.

"Regardless of the state laws, I am a government employee which supersedes all else," said Petty Officer 2nd Class Christopher LeFaiver, maritime enforcement officer and armory supervisor at Coast Guard Sector Anchorage. "It is the members responsibility to know the rules governing weapons at each unit that they visit or are assigned to."

"I have made the choice to carry a concealed weapon," said Lefaiver. "I carry for a few reasons including protection for me and my family while in town or in the wilds of Alaska."

Military members who decide to carry need to put as much research into what gun to purchase, as they do into knowing what laws apply. Don't be in a rush to buy the first gun you see. Give it a lot of thought.

Ideally, shoot as many pistols as you can before you make a decision. Most gun ranges have pistols you can rent to see how they feel. If you have friends who own pistols, go shooting with them. Most will be happy to let you shoot their guns and share with you their experiences.

Consider how you dress and your lifestyle. How will you carry the pistol? Can you adjust your wardrobe to accommodate your pistol? Particular body shapes may present special problems. Your physical strength and conditioning may also be a factor, as powerful pistols tend to function better for people with strong arms and hands.

As important as any other single factor is the size and geometry of your hand. Hand size varies greatly, it is very important to handle a gun paying attention to the comfort of the grip and the position of the controls on the pistol.

Does the gun feel good in your hand? Is the trigger smooth or is it rough and heavy? Is the frame fairly narrow so that it will conceal well? Does the gun have the right balance of power, weight and size?

Before you buy and before you decide to carry, members need to remember that firearm safety must always be followed. Every firearm should be treated as if it were loaded! Recently an Anchorage fireman was shot and killed when a gun that was thought to have been unloaded was accidentally discharged by a friend. In July a Coast Guardsman accidentally shot himself in the hand while unloading a handgun to clean it. The bullet not only passed through his hand but it

continued on through his wife's leg.

Accidents happen and rarely do people plan on shooting a friend, family member or their selves. Could these tragic accidents have been avoided? These two scenarios are different, however, each of these actual occurrences can be learned from.

The National Rifle Association gives the following three fundamental steps that must always be followed when handling a firearm.

1. ALWAYS keep the gun pointed in a safe direction.

This is the primary rule of gun safety. A safe direction means that the gun is pointed so that even if it were to go off it would not cause injury or damage. The key to this rule is to control where the muzzle or front end of the barrel is pointed at all times. Common sense dictates the safest direction, depending on different circumstances.

2. ALWAYS keep your finger off the trigger until ready to shoot.

When holding a gun, rest your finger on the trigger guard or along the side of the gun. Until you are actually ready to fire, do not touch the trigger.

3. ALWAYS keep the gun unloaded until ready to use.

Whenever you pick up a gun, immediately engage the safety device if possible, and, if the gun has a magazine, remove it before opening the action and looking into the chamber(s) which should be clear of ammunition. If you do not know how to open the action or inspect the chamber(s), leave the gun alone and get help from someone who does.

Making the decision to carry a concealed weapon is a huge decision and responsibility. Make sure that you are prepared for that responsibility. To summarize, hold it, feel it, fire it if you can, and recognize that you're going to spend a lot of time with the pistol. Remember also, that it may be called upon someday to defend your life. 🐾

What to do if you are pulled over...

Michigan, just like Alaska, requires that a resident who is interacting with a law enforcement officer to inform the officer they are carrying a concealed weapon either upon their person or in the vehicle.

J. Peters (first name not given), a law enforcement officer for more than 10 years in Michigan, recently wrote a small article for the United States Concealed Carry Association's weekly newsletter which stated the following advice when interacting with law enforcement during a traffic stop.

First, don't dig around looking for your paperwork; the officer does not want to put you at gunpoint. A traffic stop is stressful for both parties. Avoid an altercation by staying put and keeping your hands comfortably visible.

A driver should make both hands visible, "a good place for the driver's hands are on the wheel," said Peters.

"This may seem somewhat remedial, but you would not believe how many

people start digging in their vehicle like they were digging for gold," says Peters.

Second, make eye contact with the officer. Nothing says "I'm crazy" or "I have something to hide" like the 1000-yard stare down the roadway. This behavior has led to several searches, arrests, and some altercations upon further investigation.

Third, make eye contact and smile. It will let the officer know that he can communicate with you.

Fourth, If you have the gun lying on the seat next to you or in plain sight, plan on having that muzzle related talk mentioned earlier. A visible weapon is an accessible weapon to a suspect. Concealed Carry means CONCEALED. Keep you weapon concealed unless directed otherwise by the officer.

Fifth, Take it easy, no sudden movements to see if he is paying attention. No furtive movements to joke around. This may not be a potential lethal force encounter to you. It potentially is to

the officer during each and every stop.

Sixth, when do you tell him? The time to inform the officer is upon his greeting. **Do not say, "I have a gun."** Never utter this phrase. Never utter any variation of this phrase. No good can come from that phrase when said to an officer. All we hear is "have a gun" and the rest is implied. The highway can be a noisy place and we may not hear everything you said.

Seventh, how do you tell him? Greet him and tell him you have a concealed weapon and the weapon is on your person or in the car. The officer will likely ask where the weapon is. Tell him. There is no reason not to as long as you are abiding by local and state laws. Do not reach for the weapon unless asked to do so.

Eighth, The officer will most likely tell you very specifically to stay put or give further instructions based on training, experience, and departmental guidelines or operating procedures. 🐾





Story by Petty Officer 3rd Class Charly Hengen, PADET Kodiak



Marriage can be tough. I've been married for 11 years now and my husband and I have had our fair share of the good and bad times. But through it all, we have managed to pull through those bad times and stay together while in the pursuit of creating good memories.

My husband and I had the opportunity to work on our marriage skills, which in turn will create those good memories, at a two-day marriage enrichment workshop held in Kodiak.

Two naval chaplains from the Chaplains Religious Enrichment Development Operation based out of Bremerton, Wash., hosted a marriage enrichment workshop Sept. 14 and 15 in which six Kodiak-based Coast Guard couples attended. These two days were filled with practical lessons and a guide to develop communication skills.

"We provided communication skills for couples and created ways for couples to focus on their marriage and on each other," said Chaplain Keith Brooks, CREDO representative. "Communication skills are the tools we give but the main focus is just building a bond between the two couples."

Some of the skills the enrichment workshop focused on were recognizing danger signs in your marriage, communicating effectively with each other and resolving conflict.

"We use material called Prevention and Relationship Enhancement Program out of the University of Denver," said Brooks. "It's based on the factor that there are signs within a marriage and if the couple can pinpoint those danger signs, they can realize what the problem is and be able to correct it. From there, the couple can move on and use the tools we provide to help out their marriage."

According to the material, some danger signs in a marriage are when negative patterns develop. These negative patterns could include one spouse withdrawing from another, one person subtly or directly putting down the other or even possibly when one partner consistently believes that the motives of the other are more negative than is really the case.

In order to combat these danger signs and to hopefully not have them develop, here are some tools the marriage workshop focused on for couples to utilize.

One such communication tool is the speaker-listener technique. This technique forces the speaker and listener to follow a specific pattern of communication. Using this form of communication is almost as if you're ordering dinner at the drive-up window at a fast food restaurant.

The speaker states what he wants the other person to know. The other person listens carefully and then reflects back what he or she heard so the speaker knows the listener has the correct interpretation of what was said.

This technique, when used properly, will enable a couple to have a relationship that is balanced with honest and open communication.

Another technique the marriage enrichment seminar touched on was how to resolve conflict. There are different stages of conflict and those are disagreement, argument, rejection and separation. Unresolved conflict does not go away and the PREP material suggests different ways to handle conflict between couples.

The different styles of handling conflict in a relationship are by winning, withdrawal, yielding, compromise and agree to disagree. Some of these may be better than others. Brooks recommends that compromise is the best option. By discussing openly the different points of views of each person in the relationship and brainstorming decisions, a couple can come to an acceptable middle ground and avoid an escalation in conflict.

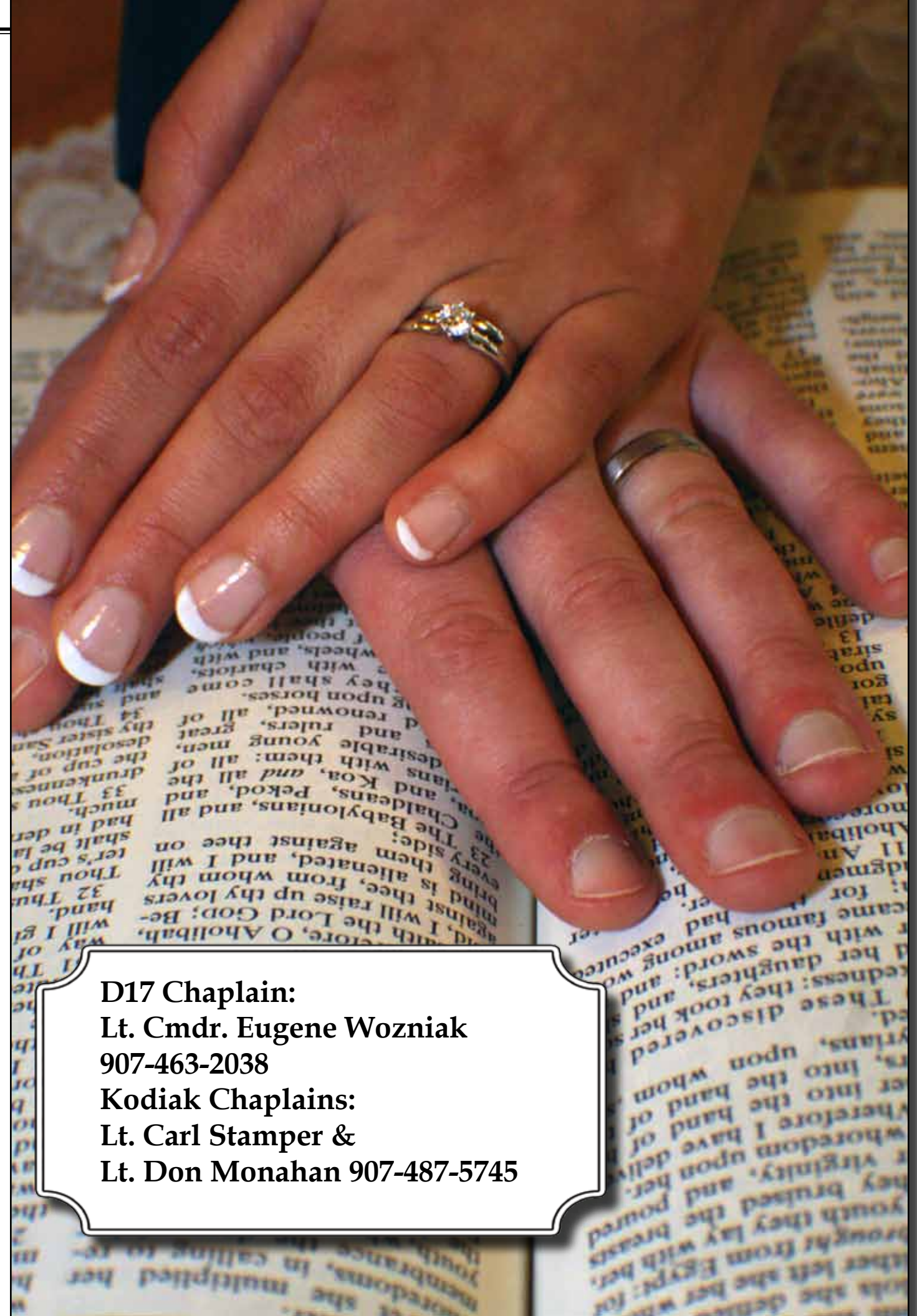
Not only did the two-day workshop discuss danger signs, communication skills and resolving conflict, but it also touched upon how to keep romance alive, have your partner as a friend and to find fun in the relationship.

"I enjoyed the entire workshop as coming here was like preventative maintenance," said a workshop attendee. "Just as you'd keep up your vehicle, you need to work to keep up your marriage. I think married couples and those who are just dating should attend a workshop like this. I'll take the lessons learned and apply them in my marriage."

By using these practical tools and listening to your spouse or partner in the relationship, a couple should be able to have an open and loving relationship.

The CREDO marriage enrichment workshop comes to Alaska once a year and the naval chaplains try to alternate the workshop between Kodiak and Anchorage.

To find out more information regarding enrichment programs and how to better your relationship, stop by and visit your unit chaplain. 🐾



D17 Chaplain:
Lt. Cmdr. Eugene Wozniak
907-463-2038
Kodiak Chaplains:
Lt. Carl Stamper &
Lt. Don Monahan 907-487-5745

Sister Smiles

JUNEAU, Alaska—Lt. Sarah Morin, Coast Guard Big Sister, smiles for a photo while whale watching with her little sister. Morin has been a community match with her little since December 2008.

Coast Guard makes Big changes in Little lives

Story by Petty Officer 3rd Class Jon-Paul Rios, D17
Photos courtesy of Big Brothers, Big Sisters of Alaska

Juneau is comprised of approximately 30,000 people amongst whom 9,000 are children and teens under the age of 19. Roughly 10,000 households in Juneau are single, divorced, separated or widowed.

With demographics like these it leaves many children without the support that is garnished by a mother, father, role model and overall positive adult figure.

Big Brothers Big Sisters of Alaska (BBBS) has been working with the United States Coast Guard in accordance with the Coast Guard's Partnership in Education program for years in trying to combat this by providing volunteer service to children in Juneau.

The Partnership in Education Program was established in 1991 with the purpose to promote excellence in education for the nation's youth through direct Coast Guard participation in education related programs.

BBBS has many different programs that help mentor children and guide them down a positive path from as early as elementary until they graduate high school.

BBBS has the following programs:

- Community Program – Bigs spend time with their Littles two to four times a month for a couple of hours each visit doing activities both enjoy.
- School Program – Bigs meet with their Littles for an hour a week during the school year at the Littles elementary or middle school.

- Amachi Program – Bigs spend time with a Little who has an incarcerated parent.
- Johnson Youth Center Program – Bigs spend time with males being treated at the unit.

In Juneau, Coast Guardsmen make up 12 percent of BBBS matches. In order to become a match they go through a strenuous interviewing process ensuring they are capable of being a positive influence on their "Littles".

"The interviewing process was long, however, I feel that it is beneficial to my match because they ensured that I am the perfect person to provide support for my Little," said Petty Officer 1st Class David Lebrecht, Coast Guard big brother match at Auke Bay Elementary School.

By simply providing a minimum of one hour a week the life of a child can change dramatically.

Studies have proven that a child with a "Big" is 46 percent less likely to begin using illegal drugs, 52 percent less likely to skip school and 33 percent less likely to hit someone. Over half improve their school performance and nearly two-thirds show higher levels of self-confidence.

"Being a Big is simple," said Katy Jordan, recruiter for Big Brothers Big Sisters. "All you need to do is be a friend, mentor and overall person that the child can talk to."

Currently in Juneau there are 23 children still waiting to be matched, 20 of which are boys.

The Coast Guard allows one hour during the

workweek for Coast Guardsmen who want to be a Big. This only makes it easier for guardsmen to find time that can be used to change a child's life.

The difference between a civilian and a uniformed service member is in the name and uniform. The children recognize the uniform and are automatically drawn to it.

"I have kids that run up to me excited just because they see me in my uniform," said Lebrecht. "They love the uniform."

It's extremely important that Coast Guardsmen continue their valued support of the program because as with every year comes transfer season, which means that a Little may be losing their Big.

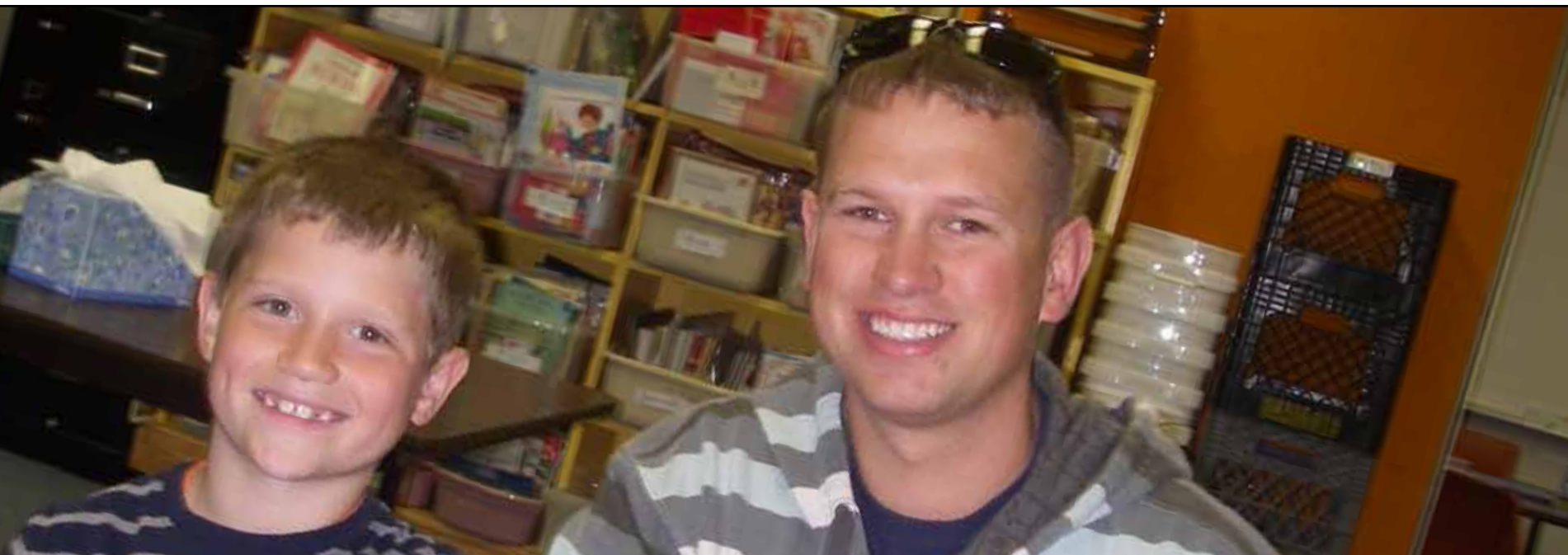
"It's important that we in the Coast Guard continue to volunteer to ensure that these kids will always have someone to look up to," said Lebrecht. "One hour a week is not hard at all and I have so much fun with my little I would recommend it to anyone."

Coast Guard members embrace their core values and strive to better their communities and those around them. In Juneau you don't have to go far.

Big Brothers Big Sisters is currently looking for 20 men to step up to the plate and be a Big to 20 boys who are unmatched. Consider the honor and respect you will feel and receive by simply devoting an hour a week to a child that is in need of a friend. 🐾

New Brother

JUNEAU, Alaska - Petty Officer 1st Class David Lebrecht, newly matched Big Brother, poses for a picture with his Little Brother Dyllan. Lebrecht is a Big at Auke Bay Elementary School.



Support Line

JUNEAU, Alaska - Lt. Sarah Morin, Coast Guard Big Sister, and Little Sister Taya, have fun on the SAGA Ropes Course. Morin has been a community match with her little since December 2008.

Capturing History Coast Guard Photography

Story by Petty Officer 1st Class David Mosley, PADET Anchorage

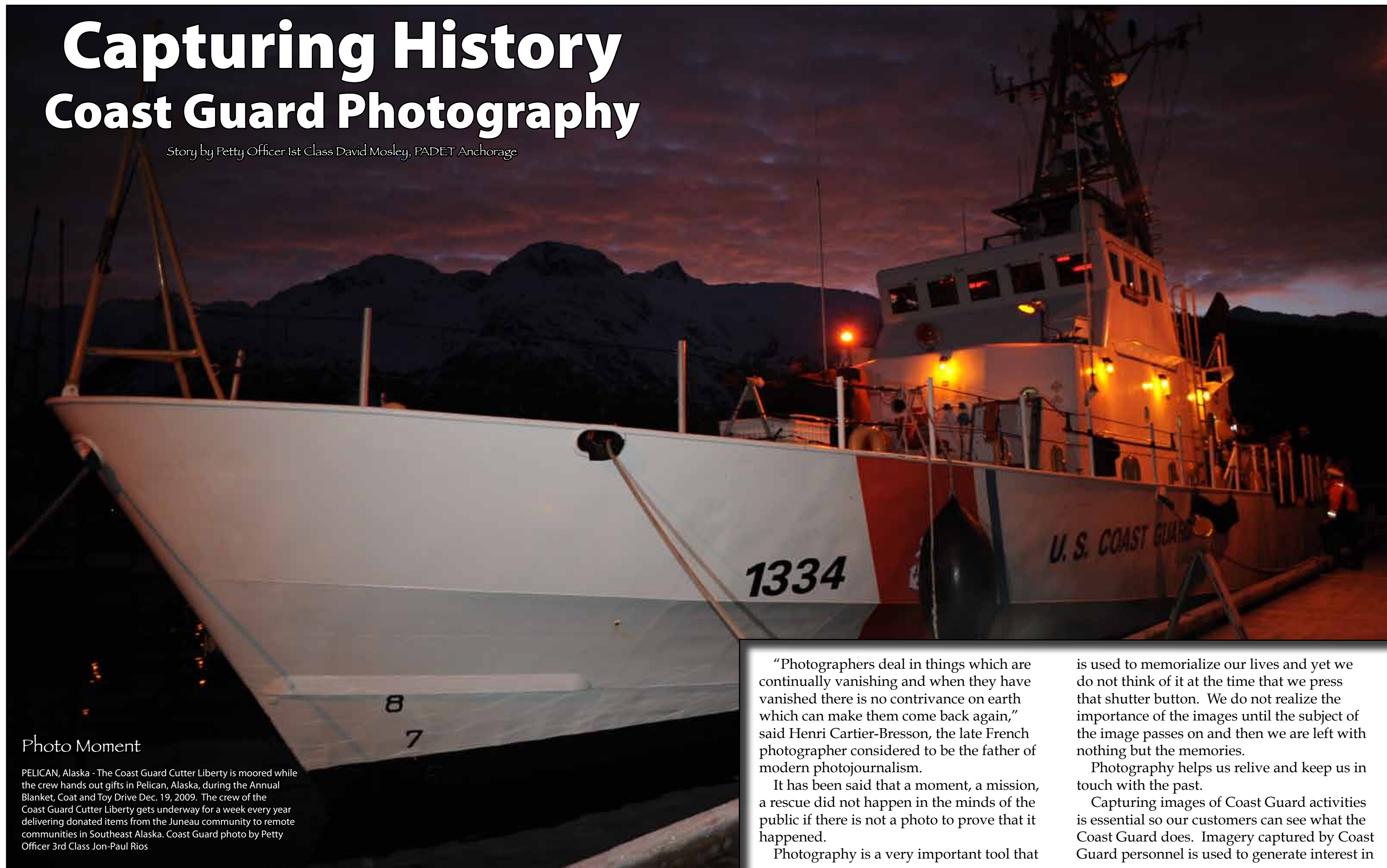


Photo Moment

PELICAN, Alaska - The Coast Guard Cutter Liberty is moored while the crew hands out gifts in Pelican, Alaska, during the Annual Blanket, Coat and Toy Drive Dec. 19, 2009. The crew of the Coast Guard Cutter Liberty gets underway for a week every year delivering donated items from the Juneau community to remote communities in Southeast Alaska. Coast Guard photo by Petty Officer 3rd Class Jon-Paul Rios

"Photographers deal in things which are continually vanishing and when they have vanished there is no contrivance on earth which can make them come back again," said Henri Cartier-Bresson, the late French photographer considered to be the father of modern photojournalism.

It has been said that a moment, a mission, a rescue did not happen in the minds of the public if there is not a photo to prove that it happened.

Photography is a very important tool that

is used to memorialize our lives and yet we do not think of it at the time that we press that shutter button. We do not realize the importance of the images until the subject of the image passes on and then we are left with nothing but the memories.

Photography helps us relive and keep us in touch with the past.

Capturing images of Coast Guard activities is essential so our customers can see what the Coast Guard does. Imagery captured by Coast Guard personnel is used to generate interest in

and support for Coast Guard operations.

Operations permitting, units should visually document all significant activities. Image gathering should be integrated into normal operating procedures. Capturing a few still photos should not affect on-going operations.

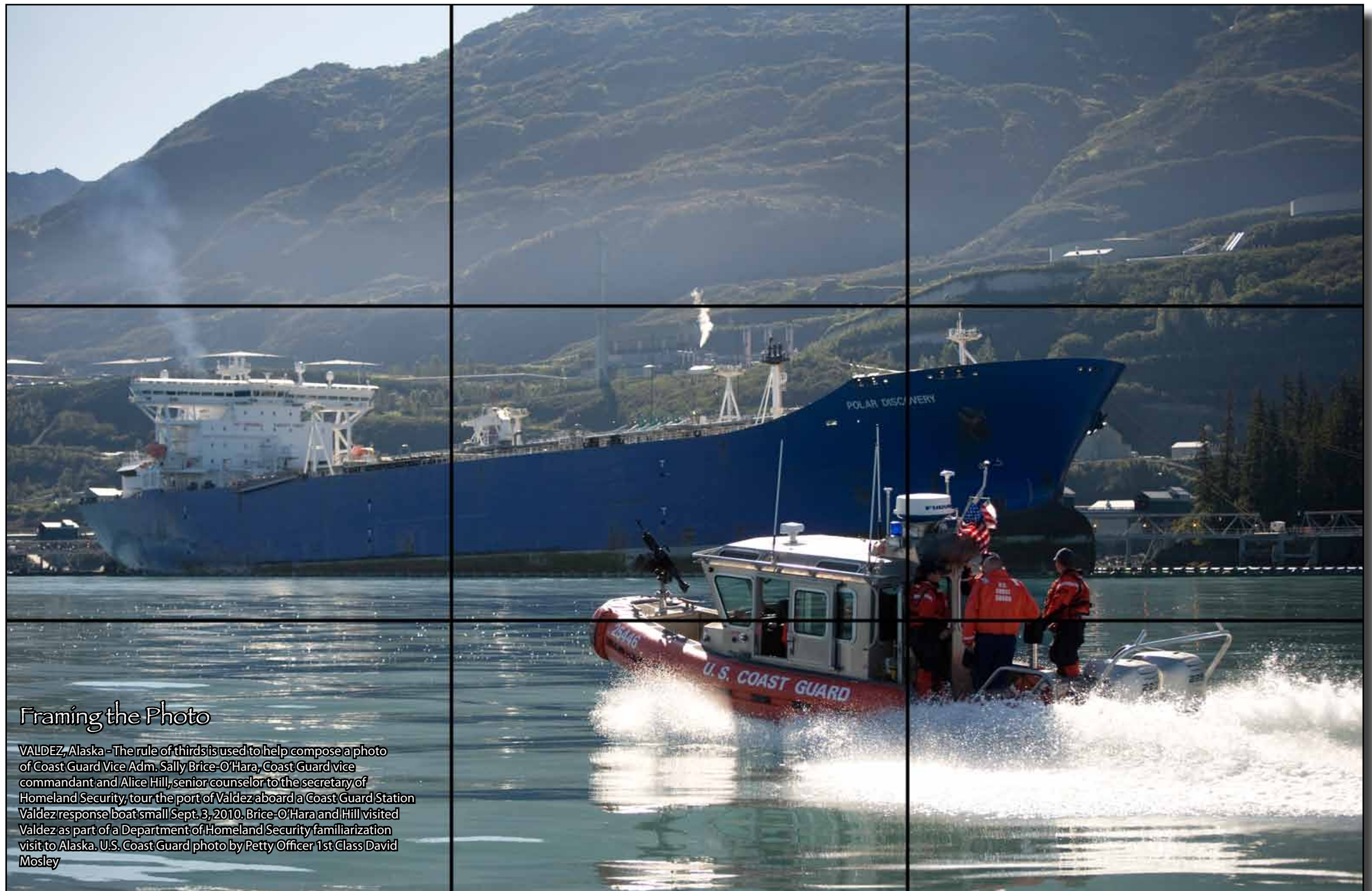
The Coast Guard public affairs manual (COMDTINST M5728.2D) states that commands must have adequate video and still cameras to document their operations. While the manual does give recommendations for what type of camera to get, there are many types and styles to choose from. Basically there are two types of cameras; the "point and shoot" and the single lens reflex.

Point and shoot cameras mean just that, point the camera at something and trip the shutter. The camera does all the work for you. These cameras started out as a fixed lens that focused about four feet in front of the camera with a fixed aperture and shutter speed. It was basically a box with a shutter. Then the lab that developed the film did what it could to fix the exposure. Today's point and shoot cameras are much more sophisticated. While there are still some point and shoot film cameras, such as the disposable or one time use cameras, most point and shoot today are digital.

The biggest drawback to point and shoot cameras is that many do not have a through the lens viewfinder. This means that what you see through your viewfinder may not be what you capture on film or digital media.

Single lens reflex and digital single lens reflex refer to how the light enters the camera. These are the cameras you see many professionals and serious amateurs lugging around. These cameras have a larger body than most point and shoot cameras and interchangeable lenses. While SLRs started out as fully manual, where the photographer had to control all features including focus, most of these cameras are capable of acting in a fully automatic mode just like a point and shoot. Many now allow the photographer the freedom to also take control of all functions or any combination of functions. These cameras allow for greater control over the photography process and allow the photographer to take images not always possible with a point and shoot.

"No matter what camera you use, before taking



Framing the Photo

VALDEZ, Alaska - The rule of thirds is used to help compose a photo of Coast Guard Vice Adm. Sally Brice-O'Hara, Coast Guard vice commandant and Alice Hill, senior counselor to the secretary of Homeland Security, tour the port of Valdez aboard a Coast Guard Station Valdez response boat small Sept. 3, 2010. Brice-O'Hara and Hill visited Valdez as part of a Department of Homeland Security familiarization visit to Alaska. U.S. Coast Guard photo by Petty Officer 1st Class David Mosley

a photo, a photographer should always read the manual," said Chief Petty Officer Tom Sperduto, public affairs specialist and photographer of more than 10 years. "While this may sound simple, the manual is full of information on how to use your camera to its potential."

"Now, to consult the rules of composition before making a picture is a little like consulting the law of gravity before going for a walk," stated

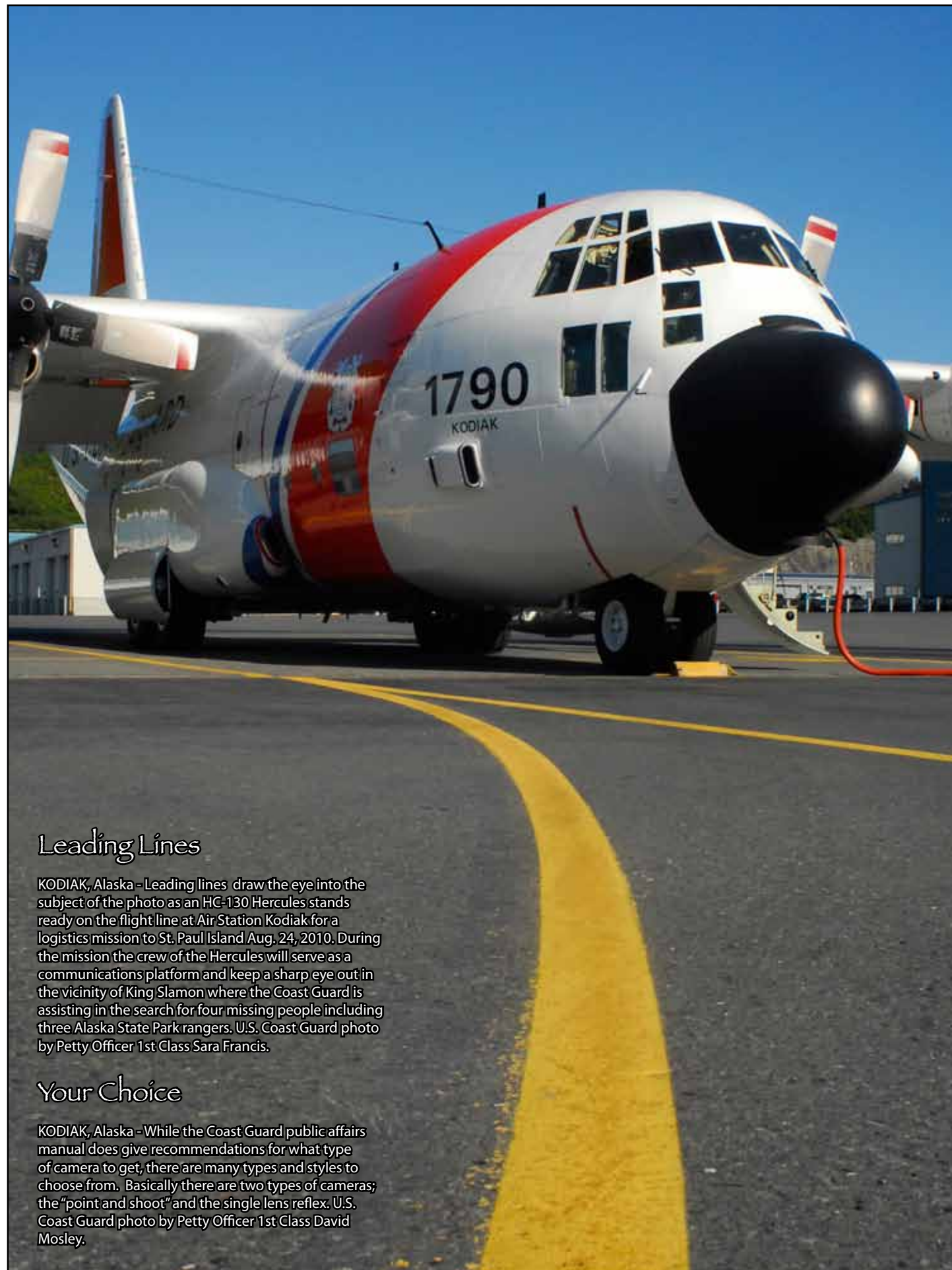
the late Edward Weston, who has been called one of the most innovative and influential American photographers.

So what is composition and what does it mean when it comes to photography?

Anyone can press a button and snap a picture, but it takes thought when composing a stunning photo. While some people say it takes a real "eye" to capture a beautiful image, really anyone

can get there with some practice and some patience.

1. Understand composition: Before you even take the photo, understand that photography is a work of art. A photographer must consider the background, objects in the foreground and anything else before hitting the shutter button. Your picture has the ability to tell a story and to capture a moment in time. Don't forget the



Leading Lines

KODIAK, Alaska - Leading lines draw the eye into the subject of the photo as an HC-130 Hercules stands ready on the flight line at Air Station Kodiak for a logistics mission to St. Paul Island Aug. 24, 2010. During the mission the crew of the Hercules will serve as a communications platform and keep a sharp eye out in the vicinity of King Slamon where the Coast Guard is assisting in the search for four missing people including three Alaska State Park rangers. U.S. Coast Guard photo by Petty Officer 1st Class Sara Francis.

Your Choice

KODIAK, Alaska - While the Coast Guard public affairs manual does give recommendations for what type of camera to get, there are many types and styles to choose from. Basically there are two types of cameras; the "point and shoot" and the single lens reflex. U.S. Coast Guard photo by Petty Officer 1st Class David Mosley.

power that one photo can have.

2. Follow the lines: In Renaissance art, one of the biggest innovations was perspective. Subtle lines in the painting draw the viewer into the subject naturally. The same rule can hold true for photographs today. Pay attention to the lines around you, they create a natural focal point and it is often easier to compose photos when using these lines. This works well especially for landscape photography.

3. Framing: This concerns outdoor photos primarily but it can be done indoors as well. When you are outdoors, look for a bridge, or a tree branch or even use the horizon as a way of naturally framing your image. It creates a focal point for the viewer, but it also fills up extra space that can be distracting or boring.

4. Avoid centering: The most common way people take photos is by pointing their camera straight at their subject. A photographer should try off-centering their subjects as much as possible, still framing it in a nice manner, but not just shooting something for the sake of taking a picture.

5. Rule of Thirds: One way of avoiding centering is adhering to the "rule of thirds." This is a traditional photography rule that an image is divided equally into thirds for the photographer to imagine when looking at a subject through the viewfinder. In practicing this rule, the subject is usually off-centered. While it might sound boring since its "traditional," there is a reason it has stood the test of time: it works. It gives the photo a little more thought and makes the subject less awkward.

"Turn off the flash and let the camera do all of the work," said Sperduto. "Just focus on the action, focus on the photo, fill your frame and control the background."

While an ongoing case may not give you the luxury of taking the time to stop and focus on every aspect of photography, knowing some of the basic rules of composition can elevate a

simple snapshot into a dramatic newsworthy eye catching moment.

Practice and training are essential in all aspects of what the Coast Guard does. Training to gather photography should be looked at as a joy in which a unit can take the time to document what they do on a daily basis to stay ready to serve the community.

Once a photo has been captured, share it. Media, especially television, thrive on good images that help tell the story. A strong action photo could move your news story to the top of the program or onto page one.

All photography taken by Coast Guard men and women aboard cutters, boats, aircraft and stations is subject to command policy.

All photographs including those taken with personal cameras and taken aboard Coast Guard units are subject to screening and approval of the commanding officer prior to release for commercial or public use.

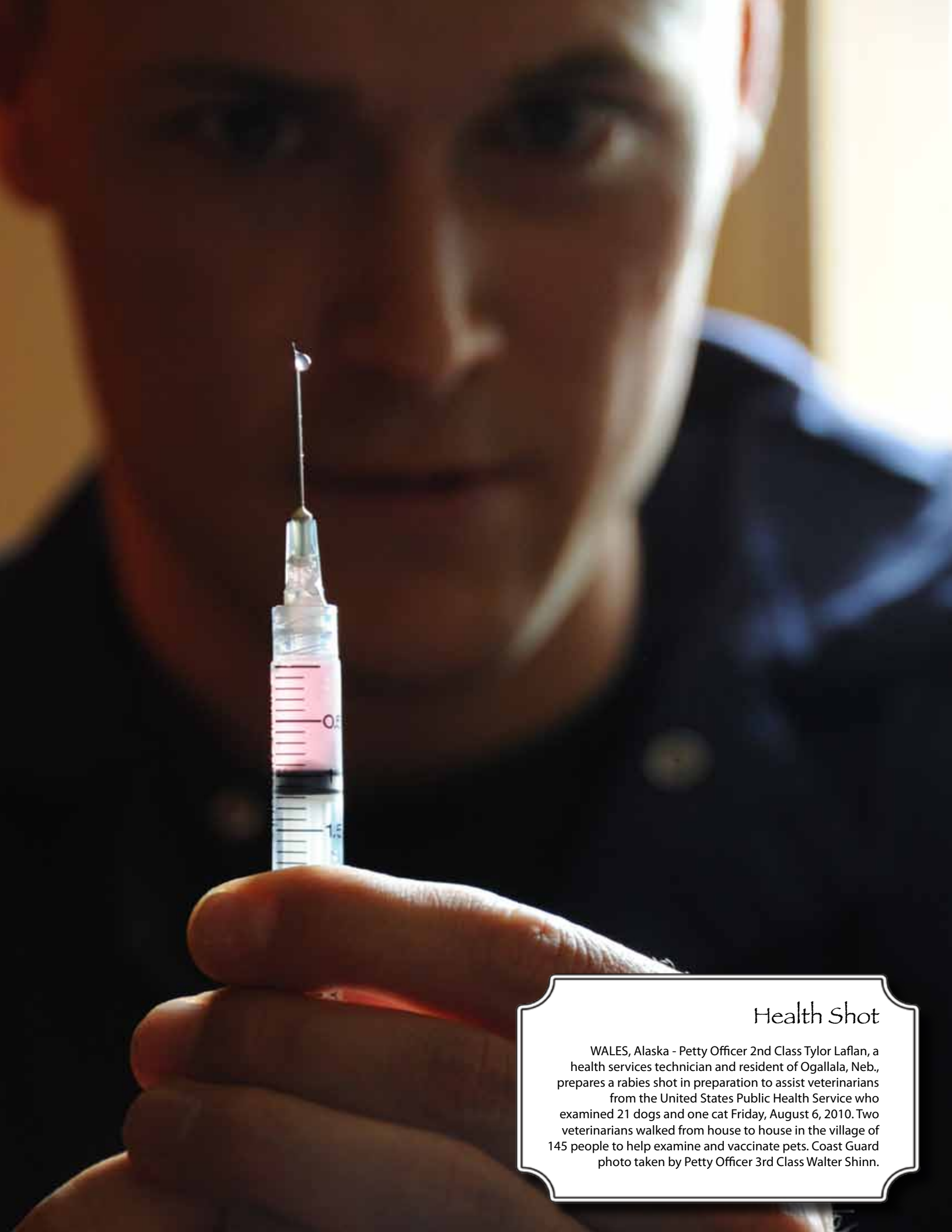
As a team Coast Guard member -

whether active duty, reserve, Auxiliary or civilian employee - you may have access to news events that the media and other members of the public cannot see. All such photography is considered official and may not be sold, or used for marketing, under any circumstances for private gain.

While each command is authorized to release imagery of their operations to the public, there are public affairs offices and detachments that are available to assist in the release of your unit's imagery. These offices are available to support your unit's mission goals by providing technical expertise or by physically covering operations at your unit.

Photography gives the Coast Guard the means with which to share its missions with the rest of the world. So pick up a camera and photograph everything you see... for you are recording Coast Guard history. 🐾





Health Shot

WALES, Alaska - Petty Officer 2nd Class Tylor Laflan, a health services technician and resident of Ogallala, Neb., prepares a rabies shot in preparation to assist veterinarians from the United States Public Health Service who examined 21 dogs and one cat Friday, August 6, 2010. Two veterinarians walked from house to house in the village of 145 people to help examine and vaccinate pets. Coast Guard photo taken by Petty Officer 3rd Class Walter Shinn.