Coast Guard

Issue: 8 • 2006
www.uscg.mil/magazine

STANDARDIZING WITH SPEED

ROCKET MAN PG. 12

Out of the history books

USCG Mascots

▲ Sinbad, the Coast Guard's most famous mascot, CGC Campbell, World War II

▲ Turk, Coast Guard Station Elizabeth City, since 1996

▶ Buccaneer, on patrol somewhere in Alaskan waters, enjoys a mid-day meal of canned shrimp.

▼ Charlie, a junior-sized California harbor seal, Los Angeles Harbor Light, 1966

▼ Oliver, born aboard CGC Northwind, served until 1954

Since people first took to the sea, they have sailed with members of the animal kingdom. Brought along for many reasons, including fighting rodent infestations and providing companionship, Coast Guard crews followed this ancient custom and adopted numerous varieties of animal mascots. Some of these animals actually were enlisted in the service, complete with service and medical records, uniforms and their own bunks. They were promoted for exemplary performance or were sent before a captain's mast to receive "punishment" for some transgression, and were "busted" back down to seaman. Many saw combat, some were wounded, some died, and many were decorated. Quite a few lived to a ripe old age and enjoyed a well-earned retirement ashore. Many shore units adopted mascots as well, to help them around the station and even to venture out on patrols or rescues. All Coast Guard mascots have served with courage just as their human counterparts have, and were "Always Ready" to go to those in need of assistance.

Information and photos provided by the Coast Guard Historian, CG-0922

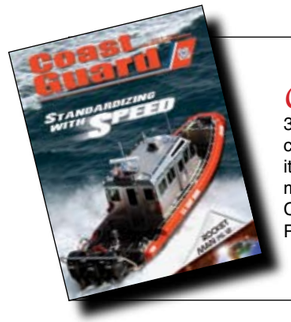
Contents

Coast Guard

Cover Story

Features

Departments



On The Cover The Coast Guard's new 33-foot Special Purpose Craft - Law Enforcement can reach speeds of more than 50 knots, making it the "go-to" vessel in catching illegal drug and migrant smugglers in the Caribbean and Gulf Coast Regions.
Page 20

Photo by PA2 Adam Eggers, PADET Houston

Homeland Security

Laser-Like Precision

BM3 Christopher Azzollini, Station Eatons Neck, N.Y., fires the M240 medium machine gun during a recertifying exercise off the south shore of Long Island, N.Y., Sept. 21. On the horizon, the CGC Vigorous conducts a safety patrol of the area.

Photo by Seaman Shannon Krisko, Station Eatons Neck

First of the Line

The crew of a Coast Guard C-130 from Air Station Sacramento, Calif., departs San Francisco International Airport Oct. 7. The aircrew supported Fleet Week 2006 activities by transporting Coast Guard security personnel and their equipment to the Bay area.

Photo by PA3 Kevin Neff, 11th Dist.

▲ Honoring Rockmore and King Capt. Brent Pennington, a doctor assigned to Integrated Support Command Kodiak's Rockmore-King Clinic, fastens a wreath to a stand on the top of Ugak Island south of Kodiak, Alaska, Nov. 2 to honor the six Coast Guardsmen who perished in a helicopter crash 20 years before. On Nov. 2, 1986, a Coast Guard HH-3F Pelican helicopter was launched to conduct a medevac from the village of Akhiok on the southwestern end of Kodiak Island. Thirty minutes after departing, the helicopter crashed into a mountain on Ugak Island. ISC Kodiak's Rockmore-King Clinic is named after Rockmore and King, who were the flight surgeon and corpsman killed in the crash.

Photo by PA2 Christopher McLaughlin, PADET Kodiak

◀ Foul Fumes Municipal solid waste burns aboard the container barge Baranof Provider in Frederick Sound, Alaska, Nov. 6. The CGC Liberty from Juneau, Alaska, was first on scene to fight the fire, which was brought under control approximately 11 hours later. Alaska Marine Lines worked with the Coast Guard, the Alaska Department of Environmental Conservation and the City and Borough of Juneau to transfer the remaining cargo to another ship and dispose of the debris.

Photo by AST3 Colin Clyne, Air Station Sitka, Alaska

◀ Tall Stacks Coast Guard Marine Safety and Security Team Galveston assists local Coast Guard units as well as, local, state and federal law enforcement during Tall Stacks, a steamboat festival held Oct. 4-8 on the Ohio River. Coast Guard crews assisted with the flow of commerce and the safety and security of over 80,000 people who attended the festival.

Photo by PA2 Kelly Turner, USCGR.

Coast Guard

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Submissions: We need your stories, photographs, comments and suggestions. Contact the magazine staff concerning ongoing and future products and submissions to Coast Guard magazine. Submit your stories to: U.S. Coast Guard (G-IPA-1), 2100 2nd Street, S.W., Washington, DC 20593-0001, or e-mail them to cgmag@uscg.mil. For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 372-4612.

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.

Coast Guard, COMDT PUB P5720.2, is produced for members of the U.S. Coast Guard. Editorial content is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the Department of Homeland Security or the Coast Guard. Stories may be reprinted except Associated Press wire stories and articles reprinted from other publications.

▶ City Pride Coast Guard personnel from Sector New York march past the reviewing stand and New York City's famous Public Library on 5th Avenue during the annual Veteran's Day Parade.

"Our young men and women continue to make sacrifices," said Mayor Michael Bloomberg to a large crowd of veterans gathered at Madison Square Park for the opening ceremony.

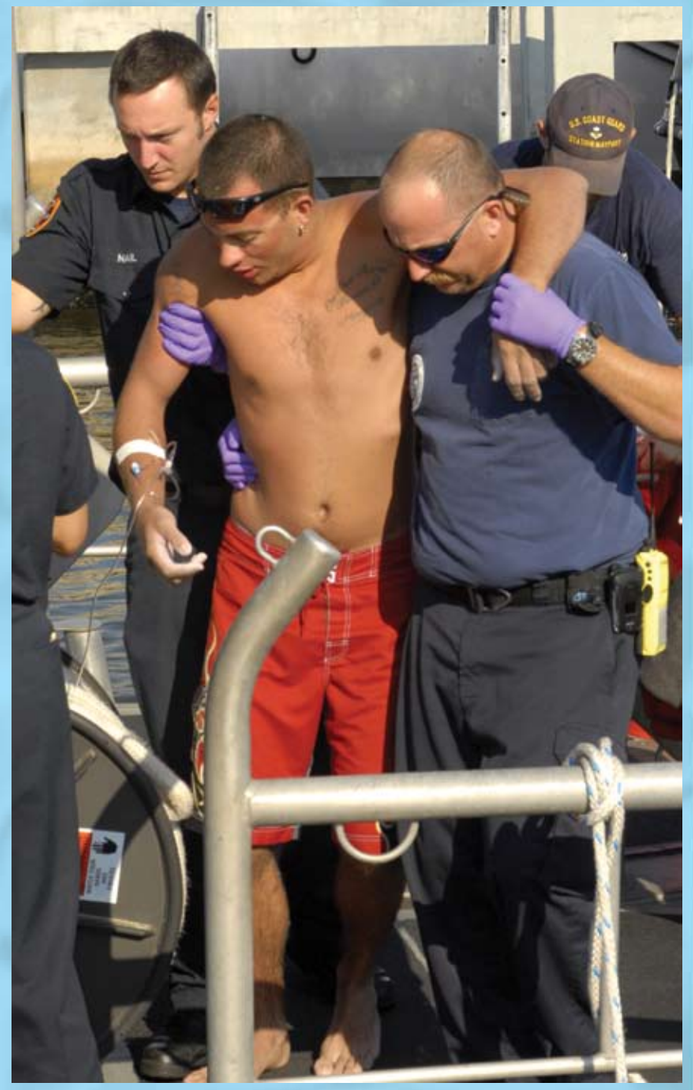
The mayor thanked the 8,000 New Yorkers currently serving in the Armed Forces and said 55 New Yorkers have been killed in action while fighting in Iraq and Afghanistan.

"It is incumbent on this city to make sure that we take care of our veterans," said Bloomberg, adding that more than 400,000 veterans are living in New York City.

Photo by PAC Bob Laura, USCGR

▶ Coastie on Show Katelyn Parker, 3 years old, giggles at Coastie the Patrol Boat during the International Search and Rescue Competition between the U.S. Coast Guard Auxiliary and the Canadian Coast Guard Auxiliary Oct. 28 in Portsmouth, Va. The Coast Guard Auxiliary uses Coastie the Patrol Boat to teach children the importance of wearing life jackets when they go out on the water.

Photo by PA3 Kip Wadlow, 5th Dist.



▲ Helping Hands A Coast Guard crew from Station Mayport, Fla., transfers John Hodgkiss to paramedics from the Jacksonville Fire and Rescue Department. Hodgkiss was one of five boaters rescued off the Florida coast Sept. 30 and Oct. 1. The crew from Station Mayport rescued three of the five missing boaters. A Good Samaritan picked up one of the missing boaters Sept. 30, and a Patrick Air Force Base helicopter crew rescued another. Surface and air assets from the Coast Guard, Air Force, Navy and the Jacksonville Sheriff's Office assisted in the search.

Photo by PA1 Donnie Brzuska, PADET Jacksonville

United Stated Coast Guard Cutter BERTHOLF

Story by Gordon I. Peterson, Deepwater

The Deepwater Program's progressive modernization and recapitalization of the Coast Guard's aging legacy fleet marked a significant milestone on Veterans Day when the first of eight national security cutters was christened the Bertholf (WMSL 750) at the Northrop Grumman Ship Systems shipyard in Pascagoula, Miss.

"In the name of the United States of America, may God bless this ship and all who sail in her," said Meryl Chertoff, the Bertholf's sponsor and wife of Secretary of Homeland Security Michael Chertoff, as she smashed a bottle of champagne across a strike plate mounted to the cutter's bow. The audience of more than 1,000 guests erupted in applause, accompanied by the Coast Guard Band's spirited rendition of "Semper Paratus."

"Our people cannot be effective without the proper tools," said Adm. Thad W. Allen, the commandant of the Coast Guard. "Bertholf and her successors will be the most capable and interoperable cutters the service has ever had."

Rep. Gene Taylor, D-Miss., a Coast Guard veteran, noted the time would come when the Coast Guard would again be called to respond to a major attack on the U.S. homeland. "So it is fitting that our nation is providing you with a great ship and great training, but at the end of the day it's going to take the great people that you are to make those things work," he said.

At 418 feet, the lead ship in the new Legend-class of national security cutters is designed to be the flagship of the Coast Guard's fleet. The cutter will be capable of executing the most challenging maritime security missions and being supportive of a shared Coast Guard-Navy commitment to the mission requirements of the joint U.S. combatant commanders. The NSC is the largest and most technically advanced class of the Integrated Deepwater System program's three major classes of cutters.

Northrop Grumman Photo

Bertholf is named in honor of Commodore Ellsworth P. Bertholf, the Coast Guard's first commandant.

Appointed to lead the Revenue Cutter Service in 1911, Bertholf was re-appointed to the same office in 1915 when President Wilson created the U.S. Coast Guard by merging the Revenue Cutter Service with the Life-Saving Service. Commodore Bertholf, honored in his day for the heroic rescue of more than 200 whalers stranded in the Arctic in 1897, also led the Coast Guard with distinction during World War I.

Rear Adm. Gary T. Blore, program executive officer of the Integrated Deepwater System, noted parallels between Bertholf's leadership of the Coast Guard nearly 100 years ago with the Deepwater Program today.

"Beyond matters of personnel, administration and training," he said, "Commodore Bertholf guided the transition of the Coast Guard's inventory of cutters and boats to a wartime footing." Blore said Bertholf advocated close cooperation between the Coast Guard and the U.S. Navy — foreshadowing today's National Fleet Policy — and later paved the way for the creation of Coast Guard aviation.


Northrop Grumman Photo

A Smashing Start
Meryl Chertoff, sponsor of the cutter Bertholf (WMSL 750), christens the first in class National Security Cutter at Northrop Grumman Ship Systems Pascagoula, Miss., shipyard on Veterans Day.

"I am confident that our mission and vision for the Deepwater Program would resonate strongly with Commodore Bertholf were he with us here today," Blore said. "We again face a time of great danger to our nation's security; we again are acquiring and delivering more capable and interoperable cutters, aircraft, and systems; we again are called upon to assist Coast Guard operational forces in executing their challenging missions."

Secretary Chertoff emphasized the important role the Bertholf and future national security cutters would play in the Coast Guard's multiple maritime missions. "This ship is very much a tangible symbol of our unwavering commitment as a Department to make the necessary investments in the Coast Guard and our other border forces to make sure that we can continue to keep this country strong."

"Bertholf and her successors will be the most capable and interoperable cutters the service has ever had."

— Adm. Thad W. Allen, commandant of the Coast Guard

"I can't predict what the next attack will be, and I cannot predict when the next hurricane will come, but I will tell you whenever a natural disaster or act of terror approaches, this ship and its crew — and the entire Coast Guard and Department of Homeland Security — will be there at the ready, at the ramparts to defend and protect the citizens of this region and this country," said Chertoff.

More than 70 crewmembers have reported to the Bertholf so far, with the balance of the crew scheduled to arrive in the spring. All are now undergoing extensive training at various locations. In late spring, Bertholf's crew will move to Pascagoula for additional shore training, at both industry facilities and aboard the ship. This will lead to builders' and acceptance trials and, finally, formal delivery of Bertholf to the Coast Guard.

"It's a great honor to be in command of the crew that will bring this ship to life and into commission," Capt. Patrick Stadt, the cutter's prospective commanding officer, said recently. "The crew is extremely excited about taking delivery next year, and they are fully entrenched in training for the new systems and operation of Bertholf. In less than a year from now, we will have the most capable Deepwater asset ever built added to our inventory and ready to answer all bells."

Gordon I. Peterson is the senior technical director for General Dynamics Information Technology supporting the Deepwater Program

return

engagement

Capt. Dan Burbank shoots to the stars, again, this time atop the heaviest payload ever shuttled through space

story by PA2 Judy Silverstein, USCGR

Photos courtesy of NASA

In a rare pre-dawn landing, the Space Shuttle Atlantis arrived at Cape Canaveral, Fla. Sept. 21. With the International Space Station discernible in the dark sky, the flawless landing marked the successful return to ISS construction following a three-and-a-half year hiatus.

▲ **Blast Off** The Space Shuttle Atlantis lifts off from the Kennedy Space Center with Coast Guard Capt. Dan Burbank strapped in, Sept. 9. This is Burbank's second shuttle mission, and featured his first spacewalk.

The flight was especially meaningful for the Coast Guard as its second astronaut — Capt. Dan Burbank — served as mission specialist, flight engineer and lead robotics operator on NASA's historic return to sky-high construction. A helicopter pilot by training, Burbank's second shuttle flight in nearly a decade was also his first spacewalk. The mission involved some intricate robotics maneuvers to remove structures from the rocket.

"It was a really sporty maneuver," Burbank said, referring to the three-inch clearance between the payload and surrounding shuttle mechanisms. "In general, the work we are doing is right at the limit of material science and engineering."

Evidently, the Coast Guard's own rocket man relishes the excitement of pushing the envelope.

Burbank and his crewmates flew aboard a 4.5 million pound rocket hurtling into space at a dizzying five-miles-per-second with the heaviest payload ever shuttled through space. Weighing 17.5 tons, the truss included two expansive solar panels, attached like wings and folded neatly within the confines of the space shuttle. Those articulating wings, when unfolded, extend out to 240 feet. Upon completion of the space station in 2010, the panels Burbank helped install will provide one-quarter of the station's power. Juggling challenges of weightlessness, bulky spacesuits and gloves, Burbank's spacewalk was one of three during the ambitious 12-day journey. He and Steve MacLean, his space-walking partner, drove more than 250 bolts, removing 22 launch-lock and launch-restraint mechanisms used to immobilize critical payload structures for launch. Crucial yet somewhat-routine, the work turned challenging when a bolt seized up. He and his partner heaved a tremendous amount of torque on the stubborn bolt, and have the black fingernails to prove it. But a passion for space exploration provided motivation, Burbank said.

"There's a tendency to let your guard down when you do repetitive work in robotics, and mental fatigue poses risks, " said Burbank, of the three-day-long painstaking robotic scans of the Atlantis exterior.

Given the delicate mechanisms involved, months of meticulously practiced maneuvers came in handy. The crew also culled best practices about how hardware performs under extreme conditions in space and worked hard to ensure orchestrated and well-calculated movements when deploying the truss.

During the payload unberth, "the issue was precision," said Burbank. "We were looking at millimeter-fine inputs with no variance."

"In space, there's more of a global view and we're all cooperative and working together," he said. "The microcosm view is that the truss and arrays effectively doubled power generation for the space station, which we get virtually for free from the sun. That allows us to add follow-on European and Japanese build-outs," Burbank said.

It's also something that had never been done on earth. What the

STS-115 crew did was take hardware into space, build it and attach it. That made for exceptionally long and tiring work days leaving little time to float and enjoy the otherworldly view. Yet for a brief few moments during his spacewalk, Burbank took the time to gaze over the heavens. In his description, he tosses around words such as, "tremendous", "exhilarating" and "exuberant."

"You're like a kid up there — it's fun," he said.

Yet there's no denying the pressure on the crew of STS-115 — and subsequent others — all hoping to adhere to strict deadlines. Burbank's mission proved to be a nail-biter from beginning to end, resulting in two weeks of delayed launches and a one-day extension in space. While Burbank's nuclear and extended Coast Guard family waited nervously on terra firma, shuttle crewmembers waited patiently. Crediting the depth of his NASA training for mission success, he also sees parallels with his Coast Guard training.

"The way we operate the space shuttle is a heck of a lot like the way we operate Coast Guard aircraft or vessels," Burbank said. "We use a crew concept and division of labor … Coast Guard training, in general, stood me in good stead."

Burbank said he thinks about space exploration a great deal, wondering what it would be like to deploy to the space station for six months.

"Space is a great adventure but we're pushing the limits and we have to understand there will be errors," he cautions.

Yet he underscores the need for continued work in space.

"We are destined to extend our reach from lower orbit," Burbank postulates. With precise use of words, he describes unprecedented global cooperation on the space program, and then segues back to talk of other galaxies.

"The moon is two and a half days away, and Mars is nine months away," said Burbank. "Current construction is crucial to creating a scientific outpost on the moon and on Mars."

The return to Earth was a critical milestone and one met with noticeable physical effects such as muscle fatigue and exhaustion, said Burbank. By all accounts, the affable Burbank is in top physical condition. An accomplished aeronautics engineer and pilot, Burbank often finds himself thinking about the Coast Guard.

"Operating space equipment is a lot of fun, but I still love flying helicopters," he said.

After an intensive few training years, he's also looking forward to living more full-time on Cape Cod with his wife Roslyn, a recently-retired Coast Guard Reserve captain, and his two children – both of whom surprised him while in orbit. The pair played the cello on a broadcast one morning. Burbank said it was a welcome sound millions of miles from home, but admits his son and daughter were mortified to learn the concert was actually broadcast.

▶ A Walk on the Zero-Gravity Side
Capt. Dan Burbank waves to the Space Shuttle cameras during his spacewalk Sept. 13, to remove launch locks and launch restraints to free a solar rotary joint ring mechanism used to rotate solar panels on the International Space Station.

Happy to have her dad back on Earth, Burbank's daughter has recently expressed interest in becoming a Coast Guard aviator.

There are certain activities astronauts eschew in favor of keeping injury-free during training, but there's one ground-based adventure Burbank is looking forward to resuming with his family.

"I've really missed skiing and my kids have gotten really good at it," he said. "I'm going to log a good, solid and long overdue week on the slopes."

A 10-year veteran of NASA work, Burbank initially joined the Coast Guard hoping to be a coxswain on a small boat after being inspired by a Walt Disney movie called "The Boatniks." Soon after arriving at the Coast Guard Academy, however, he learned officers were ineligible for that role and flying helicopters was the next logical choice to be directly involved in search and rescue.

After serving as a deck watch officer aboard the CGC Gallatin, he quickly found his way to flight school and learned to pilot the HH-3F Pelican and the HH-60 Jayhawk.

Looking ahead, Burbank is planning to teach at the Coast Guard Academy beginning in the spring of 2007. Although there's some potential of returning to NASA at some point in the future, Burbank is excited about his new assignment at the Academy. As part of his NASA training, he spent months in the classroom and the laboratory learning geology, astronomy, aerodynamics, meteorology, orbital mechanics, anatomy, physiology, chemistry and a host of other subjects relevant to spaceflight. His next assignment offers the chance to pass along some of his NASA experience, and perhaps more importantly, return to his Coast Guard roots.

Fellow astronauts and his wife describe him as a Renaissance man with a great sense of humor. His hobbies include sailing, kayaking and playing in a Houston-based astronaut band called "Max q", a term for the maximum dynamic pressure (or acoustic noise) from the atmosphere felt by an ascending spacecraft.

"We don't practice, we just show up and are lucky to have some pretty forgiving audiences," quips Burbank, a vocalist who also plays rhythm guitar. Though he describes himself in humble terms, the band has garnered a few rave reviews.

So just what is Burbank's recipe for success? "Have passion for your work. Focus on your goal and be persistent," he said. That's sage advice from someone who readily shares that he was not accepted to the Academy or the space program on his first attempts, but eventually gained entry to both.

While NASA prepares for the next flight in the construction sequence, Burbank and fellow crewmembers have been sharing insights, best practices and helping NASA capture ways to improve vehicle and crew efficiency. It seems somehow certain the future is likely to include an adventure or two for this rocket man — whether ground-based or sky high.

▲ Station Space
The crew of the Space Shuttle Atlantis restarted construction on the International Space Station by attaching two expansive solar panels during their 12-day mission in space, Sept. 9-21. Capt. Dan Burbank served as mission specialist and flight engineer for mission STS-115.

25 years on the watch

guarding the launch

Story by PA2 Judy Silverstein, USCGR

For 25 years, the Coast Guard has provided waterborne security for NASA space shuttle operations.

"Shuttle security is a contingency operation," said Coast Guard Reserve MKC Bromley Ball, the space transportation systems coordinator, who is assigned to Station Canaveral, Fla.

While reservists are often the backbone of the operation, its complexity requires a skillful blend of active duty and auxiliary members.

"Each launch kind of has its own unique character … it's like a microcosm of every Coast Guard evolution," said FS1 James Smith, who has worked every shuttle launch since its inception. In the early days, when reservists camped out on floors, Smith prepared meals, earning him the moniker, "high fryin' cook." Now he provides logistics acumen and a depth of knowledge about people and platforms.

Recent shuttle mission STS-115, which saw delays ranging from a rare launch pad lightning strike to Tropical Storm Ernesto, was a reflection of past launches whose unpredictable challenges stretched into weeks of scheduling tailspins. Over the years, waterside shuttle security has morphed into a modern-day juggling routine requiring a well-choreographed system of details that appears seamless.

That appearance is due in part to a quarter century of process refinement and adaptability, the hallmark of Coast Guard response, said retired Rear Adm. G. Robert Merrilees, who once served as the senior reserve officer for Group Mayport, and was a key figure in standing up the security partnership with NASA. With 38 years of tenure at NASA, and 16 launches as a reservist under his belt, Merrilees has a unique perspective and remains an advisor. Prior to the launch of STS-115, he arranged and escorted a group of officers from MLC LANT and the 7th District, including Rear Adm. David W. Kunkel, on a behind-the-scenes tour of NASA.

"It's impressive that for a quarter century, shuttle security has been provided by Coast Guard crews working closely in partnership with NASA," Kunkel said.

"Since the beginning, the Coast Guard has supported the Kennedy Space Center securing hundreds of miles of water and riverine areas," said Mark Borsi, Special Agent in Charge of Security Operations, NASA's Kennedy Space Center. "Our perspective is the Coast Guard never complains, never whines and always gets the job done," said Borsi.

Since 2004, a fixed-wing aviation element has also been added to the layers of defense.

Coast Guard crews assist the Air Force in clearing an area known as the Launch Hazard Zone, prior to launch. Coast Guard and auxiliary vessels intercept and communicate with recreational and commercial boaters to ensure understanding of the restrictions.

Though enhanced protection of the Kennedy Space Center and its roughly 145,000 acres has increased, the 222-square miles owned by NASA also encompass a national wildlife refuge with thick foliage and protected species. That means several Coast Guard missions come into play during shuttle operations such as search and rescue, marine environmental protection and maritime homeland defense.

The shuttle is cleared for lift-off following a launch pad lightning strike, but now, Tropical Storm Ernesto threatens Florida's east coast and there's talk of returning the shuttle to the Orbiter Assembly Building – a six-hour move. The uncertainty threatens to throw the meticulous planning out of whack. "It's organized chaos," quips Smith.

It would seem that acceptance of constant change is the hallmark of successful shuttle security operations. What's at play is a team of reservists with a long history of standing the shuttle security watch. Most of it together.

"That kind of history makes it easy to work this out," says Ball, slated to retire next year. Both Carstens and Ball are quick to credit support from CWO2 Michael J. Locke, commanding officer of Station Port Canaveral.

"Reservists support the active duty component and enable the ability to sustain waterside security prior to, during and also through delayed or postponed shuttle operations," Locke said. "The continuity they have provided for the past 25 years has provided a stable foundation for this ever-changing operation."

STS-115 Photo courtesy of NASA

Dolphins Get a Boost

Barbers Point Cuts the Cost

Story by Lt. John Lovejoy, Aircraft Repair and Supply Center

From the rooftops of New Orleans to ski-fitted landings at the bottom of the world, the HH-65 Dolphin helicopter has served the Coast Guard well. But nearly three decades of hard duty required a few upgrades.

The initial A-model became the HH-65B with a major avionics upgrade in the mid '90s, including a global positioning system and a single-screen display depicting both Federal Aviation Administration airport symbols and navigation aids. In 1999, Coast Guard Aircraft Repair and Supply Center, Elizabeth City, N.C., began a complete rewire of every aircraft. Workers stripped the plane to its frame, removing every single wire harness and meticulously replacing each one of the 7,000 individually numbered wires. At the height of the rewire project, a ready helicopter was leaving the ARSC hangar every six weeks.

In 2006, ARSC began a fleet-wide engine replacement from the original Honeywell LTS 101 to the Turbomeca Arriel 2C2, enhancing single-engine operation and providing more power and better payload. While the HH-65 was never intended for single-engine flight, the new plant buys crews time to consider all their options in an engine failure, rather than a semi-controlled descent to the nearest flat surface.

In the helicopter business, more power means more cargo weight. The engine upgrade boosts aircraft gross from 9,200 pounds to a conservative 9,480. That may not seem like much, but with flood waters rising, 280 pounds is a mother and child and maybe the family dog.

Through all these overhauls, the Coast Guard still had to maintain a ready inventory of aircraft at air stations.

Moving the helos to ARSC was a challenge. For units in the lower 48 states it's not a problem to stop for fuel every few hundred miles. But there is a lot of blue water between Elizabeth City, N.C., and Air Station Barbers Point, Hawaii. A Coast Guard C-130 can do the job, but it's not easy. The helicopter's rotor head must be removed and the aircraft pushed in on a sling with the landing gear up.

Lt. Steve Charnon of Air Station Barbers Point was bemoaning this problem with a friend who happened to be a C-17 pilot with the Hawaii Air National Guard. The Boeing C-17 Globemaster cargo bay rivals a ballroom. A Globemaster can carry, mathematically at least, the weight of 18 HH-65 helicopters. Three or four roll in easily without any disassembly heroics. Problem solved.

Ultimately, the 315th Airlift Wing out of Charleston, S.C., got the job. The big plane landed in Elizabeth City at 9 a.m. July 28 and left just after lunch with three intact helicopters in its belly. The helos were in Hawaii by the end of the day, mission-ready a day or two later. Between the three round-trips that weren't made in a Coast Guard C-130, and the 1,100 man hours of maintenance not necessary to move the helicopters, the operation saved the Coast Guard an estimated $1 million.

Photo by Dave Silva, Aircraft Repair and Supply Center

▲ **Engine Covers All Around** Daniel White, with Lear Siegler Services Inc., attaches an engine cover onto an HH-65C as part of the re-engineering project.

Photo by George 'Chip' Thomas, Aircraft Repair and Supply Center

▶ **65's Hitch a Ride** A mission ready HH-65C is loaded into a C-17 for transport to Air Station Barbers Point, Hawaii.

▼ **A Maze of Wires** David Parks (top) and Kevin Strickland of Lear Siegler Services Inc. work on engine and electrical connections to complete the re-engineering of the HH-65C at the Aircraft Repair and Supply Center.

Photo by Dave Silva, Aircraft Repair and Supply Center

▶ **Post Flight Inspection** AMT2 Kenneth McFarland makes a post flight engine inspection following the installation of a Turbomecca engine.

Photo by Dave Silva, Aircraft Repair and Supply Center

SMALL BOAT STANDARDIZATION

STORY BY PA1 MIKE O'BERRY, CG MAGAZINE

The Coast Guard is replacing its aging fleet of non-standard boats with multi-mission vessels that share common systems and effectively meet the increasing demand for highly capable, technologically advanced platforms — and delivering them faster than ever.

"A mixed bag." Five years ago, that was probably a good way to describe the Coast Guard's small boat fleet. That's because historically, areas and districts purchased their own boats, resulting in a collection of vessels that shared little more than Coast Guard identification.

Then, around 1999, the Coast Guard began to "standardize" small boats. When completed, the Coast Guard will go from hundreds of different small boat types to fewer than 10 – a move that promises improved mission readiness and effectiveness.

The goal of the Office of Boat Forces at Coast Guard Headquarters is to replace aging non-standard boats with crafts that effectively meet the Coast Guard's expanding operational needs and feature across-the-board standards in navigational and communications equipment.

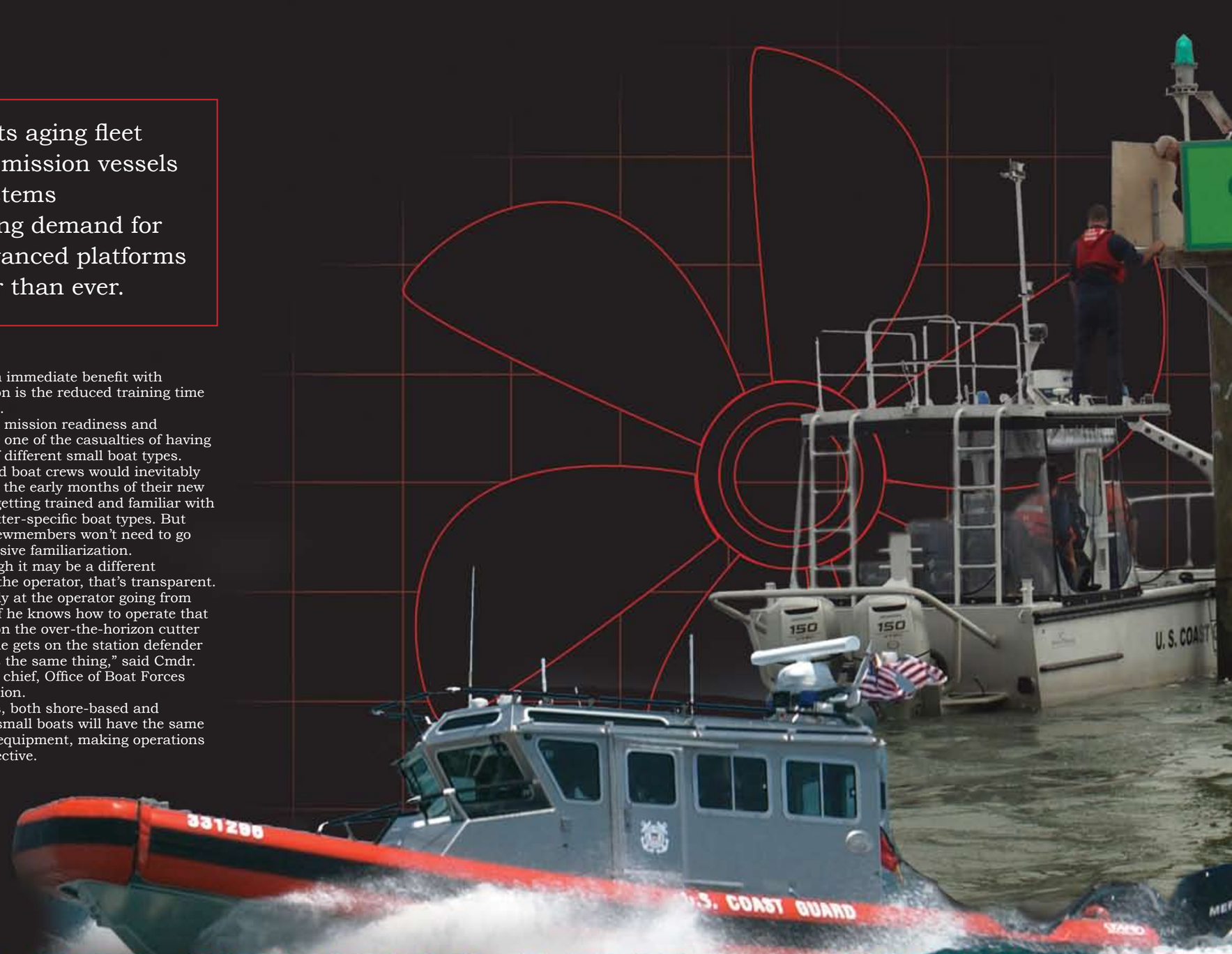
"Standardization allows for highly flexible operations," Capt. Scott Robert, chief, Office of Boat Forces, said. "So when a BM3 goes from the station to support a contingency operation, he already knows how to operate that small boat."

As such, an immediate benefit with standardization is the reduced training time for boat crews.

In the past, mission readiness and execution was one of the casualties of having a multitude of different small boat types. Coxswains and boat crews would inevitably need to spend the early months of their new assignments getting trained and familiar with station- or cutter-specific boat types. But now, those crewmembers won't need to go through extensive familiarization.

"Even though it may be a different hull-type, for the operator, that's transparent. Looking strictly at the operator going from unit-to-unit, if he knows how to operate that chart plotter on the over-the-horizon cutter boat, (when) he gets on the station defender class boat, it's the same thing," said Cmdr. Austin Gould, chief, Office of Boat Forces Platform Division.

Robert says, both shore-based and cutter-based small boats will have the same standardized equipment, making operations even more effective.



"For example, an MSRT (Maritime Security Response Team) gets called to intercept and board a vessel offshore, but it's too far out to take their shore-based boats. Because the MSRT operates the same boat type as the cutter, they can be shuttled out and use the cutter boat without having to rely on the cutter boat crews to be trained in those boarding team delivery tactics," he said.

"Standardization improves mission execution and asset availability," said Robert. Furthermore, Robert says, standardization lessens the amount of sparing, effectively reducing ownership costs, and fostering a culture of preventative and corrective maintenance vice casualty response.

REMARKABLE REQUISITION

More impressive than the mission readiness aspect may be the time it took to acquire the newest vessel in the standardized fleet.

Going from zero to 50-plus knots in eight months may seem pretty slow if you're pushing a throttle, but when you're describing the time it took the Coast Guard's Office of Boat Forces to deliver the newest tool in migrant and drug smuggling interdiction, it's practically supersonic.

In the past, it may have taken three-to-five years to put an asset like the new 33-foot Special Purpose Craft — Law Enforcement small boat into operation. (See related article on page 26.) But thanks to the Department of Homeland Security's Boat Commodity Council and a continuing emphasis on quickly providing the right tools to do the job, the Office of Boat Forces was able to get the speedy craft on the water in less than one year.

Shortly after the Department of Homeland Security was stood up, senior management saw the need to coordinate certain activities across agencies, specifically looking to save money through strategic sourcing and joint procurements with groups called commodity councils. The goal, according to Gould, is that by pooling resources for common items like copiers and boats, DHS can operate smartly and save money.

The Boat Commodity Council, in particular, was formed to look at how DHS agencies that operate boats (Coast Guard, Customs and Border Protection, Border Patrol and the Federal Law Enforcement Training Center) buy them, manage them, support them and train on them. Gould said the purpose was to "identify efficiencies and perhaps save across the whole department."

The first joint procurement within the DHS Boat Commodity Council was the 33-foot SPC-LE, built by Safe Boat International. According to Gould, as CBP developed a plan to buy high-speed, shore-based intercept vessels, the Coast Guard's 7th District also showed a need for a boat with similar characteristics. Once a collaborative requirements document was agreed upon, the council granted the Coast Guard the ability to purchase boats straight from the vendor on the CBP contract.

"From initial field commander identifying a capability requirement to actually getting those capabilities out to the field in meeting the threat, took less than a year," Robert said. "That's a win for improved mission execution!" he added.

"It (SPC-LE) was the first resource that I've needed during an operational tour that the Coast Guard delivered while I was there," said Capt. Phillip Hyle, the Sector Key West commander when the first SPC-LEs were introduced in Key West last February.

"They (Office of Boat Forces) were extremely agile in getting it into the hands of our operators," Hyle said. Speaking of the success and interest in the SPC-LE, Hyle said, "when you get a resource everyone else wants, you know you have the right formula."

ACROSS THE BOARD STANDARDIZATION

"We're now not only talking standardized within the Coast Guard, we're talking standardized within DHS," Gould said.

"Today, the SPC-LE is a standard boat across DHS," Robert added. "It was procured jointly and outfitted to meet all the agencies' requirements. It's how we're buying boats today. Other agencies have the ability to tap in and buy boats off of a Coast Guard contract, or we can buy boats off another agencies contract."

Now, before the Coast Guard buys a boat, it shares the requirements with the council. According to Gould, members provide input and the Coast Guard can make a minor adjustment to a requirement that would meet a mission need of a partner agency.

Additionally, the SPC-LE procurement provided the opportunity to deploy tactics that the Coast Guard hadn't deployed in the past, said Gould. Borrowing heavily from CBP, who have very established tactics and procedures, a standard shore-based non-compliant vessel pursuit tactic was developed and used with great success in the Florida Keys.

"We're not only standard with the boats, we're standardizing the training and mission execution," Robert said. "When we're on scene

Photo courtesy the Office of Boat Forces, Coast Guard Headquarters

TRAILERABLE AIDS TO NAVIGATION BOAT (TANB)

Production to replace the aging 21-foot TANB began last February with an order to build up to 100 of the new workhorses of the Aids to Navigation community. The new standard 26-foot TANB boasts a multi-mission capability designed to bring versatility and speed to the ATON mission. The more than 100 square feet of working deck space includes the capability to work from the cabin top. Plus, it has an MK-16 Mod-09 Tripod Gun Mount to meet port, waterways and coastal security requirements.

Length:	26 feet
Speed:	38 knots
Range:	170 nautical miles / 10 nm offshore
Seas:	3 to 5 feet
Crew:	2 to 3
Propulsion:	2 Honda 150 hp outboard engines
Capabilities:	Davit with a working load limit of 500 lbs. 100+ square feet of working deck space, dive door

SPECIAL PURPOSE CRAFT — LAW ENFORCEMENT (SPC-LE)


Photo by PA2 Aaron Eggers | PADET Yorktown

With an increase in illegal drug and migrant smuggling by way of "go-fast" style boats, a more maneuverable, faster boat was needed to stop the smugglers. Within eight months of identifying the need, the 33-foot SPC-LE was operating with much success in the straits of Florida and along the Gulf Coast's Southwest border. The SPC-LE was the first boat procured through the Department of Homeland Security Boat Commodity Council and features standardized navigation and communications equipment.

Length:	33 feet 4 inches
Speed:	50+ knots
Range:	250 nautical miles
Seas:	8 feet
Crew:	4
Propulsion:	3 Mercury Verado 275 hp outboard engines
Capabilities:	Forward and aft M240 gun mounts

prosecuting a case, from a DHS perspective, we're across the board standard."

NEW INVENTORY

The standardization effort began with the replacement of various motor lifeboats with the 47-foot MLB and the replacement of 360 non-standard boats with the 25-foot Defender Class boat. Additionally, the new 45-foot Response Boat - Medium will begin replacing the 41-foot utility boat next year.

And joining those ranks are two other boat types that demonstrate the Coast Guard's commitment to putting the right capability in the right place for the right mission set: The new Trailerable Aids to Navigation Boat and the Over the Horizon Cutter Boats.

According to Gould, the TANB is truly a high-performance workboat that during operational testing experienced a 50 percent increase in operational efficiency. "Instead of having to put up a ladder and scramble up it, you stand right on the cabin top, reach over and do your work," Gould said. "It's a tremendous multi-mission workboat."

And because of the new speed and range of the TANB, crews are able to respond on the water at much greater distances. "Any time you can keep the boat in the water, that's the way you want to go. You want to keep it off the trailer and off the highway," Robert said.

Replacement of the current mix of aging TANBs was long overdue, said Robert. In February, American Marine Holdings, in partnership with Gravois Aluminum Boats, was awarded the contract to build up to 100 TANBs. Over the next five years, all existing TANBs will be replaced with the new, standard version.

The road to replace a wide range of cutter boats began as early as 1998 when the need for effective over-the-horizon boat operations became essential to interdiction operations.

The new CB-OTHs provide the essential end-game capability to the cutter community. In 2004, the Coast Guard awarded Zodiak an $18 million contract to build up to 78 CB-OTHs.

SATISFYING A NICHE

Even with the move to standardization, the need for "niche" boats continues.

"As we move toward a standardized fleet, not all the standard boats fit all the mission activity that units are required to execute or the environments we operate in," Robert said. What the field will see outside the standard boat inventory, says Robert, is a special purpose craft category that addresses law enforcement, ice, surf and shallow water needs.

According to Robert, the Office of Boat Forces is looking to standardize special purpose craft airboats, flood punts, near-shore lifeboats and shallow-water response. Additionally, plans are on the drawing table to develop a shore-based, offshore boarding delivery platform that will be able to take boarding teams from shore out a reasonable distance to do boardings.

And these boats will include standardized features that are consistent with other small boats throughout the Coast Guard fleet.

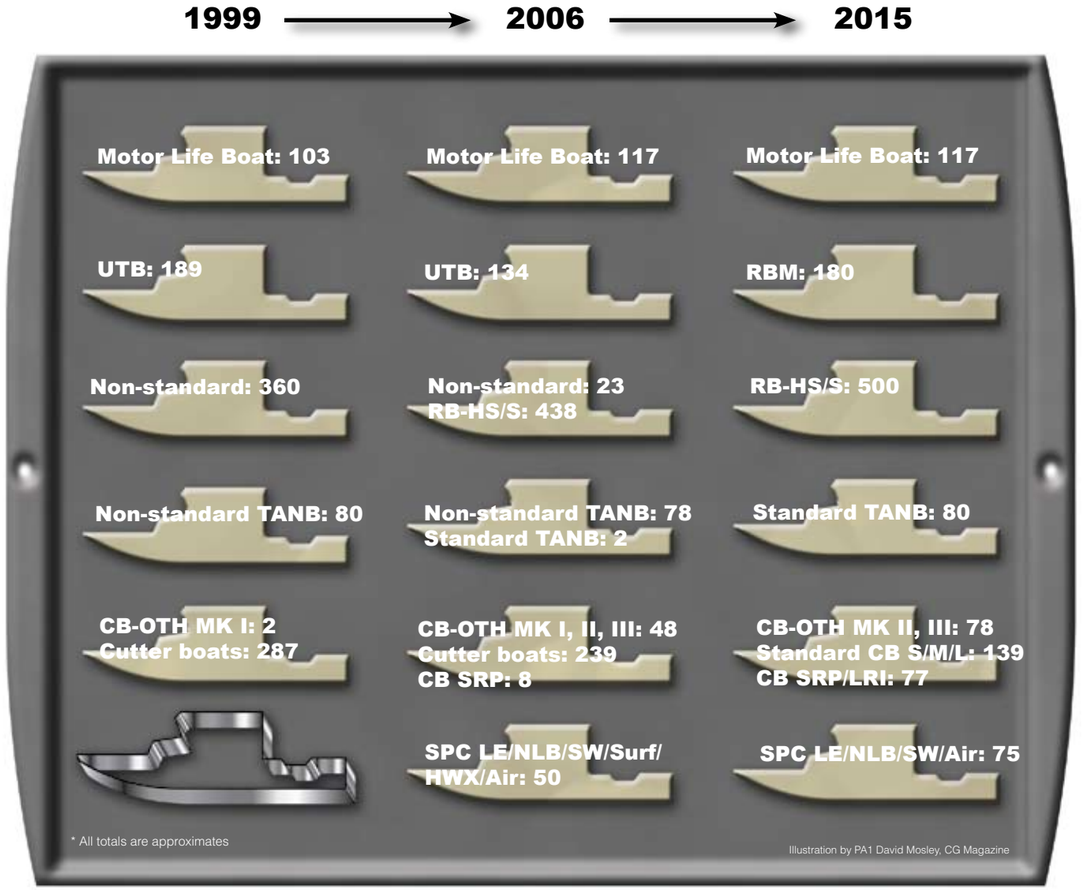
While the standardization position has been years in the making, it could be said that the lessons learned from Hurricane Katrina have justly vindicated the standardization logic.

Much of the success during Katrina was the ability of multiple aircrews to arrive on scene and conduct rescue operations in whatever air asset was available.

Through the standardization of the small boat fleet, regardless of which platform was "taken out of the bag," the next coxswain in line is ready to go.

Photo PA2 Mikel Lutz, PADET New York

▼ BOAT PLAN 2015 The move to small boat standardization began in 1999 with the replacement of various motor lifeboats with the 47-foot MLB and the replacement of 360 non-standard boats with defender class 25-foot response boats. Additionally, the new 45-foot medium response boat will begin replacing the 41-foot utility boat next year. By the year 2015, the Coast Guard will go from about 1,500 boats of varying types in 1999 to about 2,100 standardized vessels. Here's a look at how some of those boats will find their way into the Coast Guard inventory.



CUTTER BOAT — OVER THE HORIZON (CB-OTH) MK II&III

The fast, long-range, highly-maneuverable boat is a key piece to successful interdiction efforts offshore. Both the fiberglass hull (MKII) and the aluminum hull (MKIII) boats feature the Furuno SINS package, Graytonics integrated crew communications systems and shockwave marine suspension seats. CB-OTHs will replace many of the existing cutter boats.

Length:	*23 feet*
Speed:	*45 knots*
Range:	*200 nautical miles*
Seas:	*6 to 10 feet (survivable in 12 feet)*
Crew:	*5*
Propulsion:	*1 Yanmar 315 hp diesel coupled to a Mercury Brave 1x outdrive*
Capabilities:	*M240/M60 capable, transportable by C-130 aircraft, trailerable*

Going Faster

Coast Guard combats smuggling operations with speedy new boat

Story by PA2 Jennifer Johnson, 7th Dist.

Photo by PA2 Adam Eggers, PADET Houston

No Where to Run The Coast Guard's new 33-foot Special Purpose Craft - Law Enforcement can reach speeds of more than 50 knots, making it the "go-to" vessel in catching illegal drug and migrant smugglers in the Caribbean and Gulf Coast regions.

Imagine you're out enjoying a leisurely day of boating, and you see a small orange Coast Guard boat scream by. You hear the siren wailing and see the blue lights pass, but it doesn't seem like anything out of the ordinary. You assume it is just the crew from the local Coast Guard station chasing the bad guys or heading off to help someone in trouble. What you may not have realized, however, is the orange boat that just blew past you is the newest asset in the Coast Guard's arsenal to fight criminal activity on the water: the 33-foot Special Purpose Craft - Law Enforcement.

"It's a good example of the Coast Guard reacting to the maritime threats we face," said Lt. Cmdr. Matthew White, chief of response at Sector Key West, Fla. "Several years ago, migrant interdictions focused on relatively slow moving rafts but in recent years we've seen a drastic increase in the amount of organized migrant smuggling aboard go-fasts. As a result, it was vital for effective mission execution that we deploy shore-based assets capable of go-fast interdiction."

"We're at a point to where we're able to match capability for capability," Capt. Scott Robert, chief, Office of Boat Forces at Coast Guard Headquarters, said. Before, it may have taken two years to catch up to smugglers' tactics, but no more, according to Robert. "We're beyond the capabilities of the smugglers, now," he added.

Units within Sector Key West, Sector Miami, Sector Corpus Christi, and Sector New Orleans are already using 11 of the more than 39 boats ordered by the Coast Guard. The remaining boats on order are expected to be in use at small boat stations throughout 7th, 8th, 9th, 11th and 13th Districts by Spring 2007.

The boat packs serious power with three, 275-horsepower, four-stroke outboards capable of reaching speeds in excess of 50 knots. In addition to faster response times, the new boat can operate farther offshore and in heavier seas.

"It is an outstanding new platform, the best tool we have," CWO Robert Schmidt, commanding officer at Station Islamorada, Fla., said. "It is nice to chase things and actually catch them."

"These boats are changing the way we do interdictions. We have the confidence now that we can catch anything," BMC Andrea Martynowski, operations chief at Station South Padre Island, Texas, said. "They can't outrun us anymore."

It comes equipped with a state-of-the-art navigation system and its updated communications system increases the crewmembers ability to consult privately with command centers and other law enforcement agencies.

Safe Boats International, builder of the Coast Guard's 25-foot Defender Class and 27-foot UTMs, made some significant changes in the SPC-LE design.

"The longer water line and helm position being further aft make for a smoother ride and create less crew fatigue," Doug Clement, vice president of Safe Boats International, said.

"The boat has incredible sea keeping ability and with the new shock mitigating seats, t, it doesn't beat up on the crew as much," Schmidt said.

For weapons, the SPC-LE comes equipped with an option of mounting an M-60 or M-240B machine gun on the bow.

Maintenance for the SPC-LE has been contracted to Customs and Border Patrol's National Marine Center.

"The National Marine Center was contracted to provide bow to stern maintenance and alleviate the extra burden placed on the operating units," said Lt. Cmdr. Michael DaPonte, Coast Guard Office of Boat Forces in Washington, D.C.

According to Schmidt, in the past, our engineers would attend specialty schools to learn all the particulars about a new engine. By the time they were done, it was practically time to transfer. Contracting now frees up their time to get qualified or take care of things around the station.

"Sector Key West received the SPC-LE in February 2006 and I've heard nothing but positive comments about both the boat capabilities as well as the innovative maintenance support plan," White said.

Since receiving the SPC-LE, boat crews in Sector Key West have completed several successful law enforcement operations. For instance, the crew effectively pursued and stopped a go-fast vessel four miles south of Boca Chica, Fla., July 8. Since the interdiction, the three suspected smugglers apprehended have been indicted on 68 counts of criminal activity including operating a vessel in a grossly negligent manner, manslaughter and conspiracy to encourage and induce alien smuggling.

White believes the introduction of the SPC-LE is the single biggest tactical advantage the Coast Guard has deployed since airborne use of force capabilities were deployed in 1998.

MISSION E-POSSIBLE

THE DIGITAL WORLD HELPS COAST GUARD MEMBERS STAY COMPETITIVE AND EFFICIENT WHILE CARRYING OUT THEIR DIVERSE MISSIONS IN A GLOBALY CONNECTED AND EVER-CHANGING MARITIME ENVIRONMENT.

BY LT. CMDR. RICHARD SUNDLAND, CG-37RCC-2

Technology is on the move like never before. Today, MP3 Players, cell phones and personal digital assistants have found their way into the pockets and purses of many Americans. Understanding the benefits of technology and seizing the opportunity to use it can keep businesses, as well as individuals, competitive in a globally connected world.

Members at the Office of Command and Control Capabilities at Coast Guard Headquarters understand this well and are doing their part to usher the service into a new era of digital advances. The latest digital capabilities available to the fleet are known as MISLE-Lite, AOPs/TMT-Lite, Web COP and Cellular BFT.

Currently, the Coast Guard uses a program called MISLE: Maritime Information for Safety and Law Enforcement to store critical information. In the past, uploading information to the MISLE system required having access to the Coast Guard Data Network plus (CGDN+) system or entering data twice – once in local records and again upon returning to port.

The latest program, MISLE-Lite, is an extension of MISLE and allows users to perform functions without being connected to CGDN+. Underway users can now create, edit and view detailed vessel information. Once connectivity is restored portside, the information can be uploaded and saved to the MISLE database. One of the greatest benefits of the MISLE-Lite application is that it makes data-entry a one-time event, saving countless hours of redundant work.

Lt. Cmdr. Joe Healy, CG-37RCC-2 chief of Information Systems Branch, said, “I have been receiving numerous comments from the field on how great it is to have this capability and the amount of time it is saving our members.”

The Abstract of Operations is an application that records resource hours. The Training Management Tool records training hours. In the past, and like the MISLE program, both these applications required an Internet connection to operate. But now, the latest versions of these applications – AOPS-TMT-Lite — allow cutters to enter and view information while underway, making data entry a one-time event. Cutters have periodic access to CGDN+ (via satellites or shore side), which keeps the databases up-to-date and substitutes for full-time connection.

Cmdr. Marc Sanders, CG-37RCC-2 chief of Information and Tactical Systems Branch, said, “AOPS-TMT Lite represents an order of magnitude improvement in E-Coast Guard for our most operational — and poorly connected — units. ”MISLE-Lite and AOPS-TMT-Lite are all currently available to the Coast Guard fleet.

The next application, Web Common Operation Picture, is scheduled to be available March 2007. Currently, the Coast Guard COP allows authorized individuals to see what is happening with commercial, military and private ships and vessels at sea. COP provides geographic representation showing where friendly, enemy and suspect ships are moving, and it provides critical information about each vessel.

In the past, COP required an array of hardware and software to operate. The updated version, Web COP, is simplified because users will now only need a Web browser to view the program. Another benefit is that it streamlines access to information that was previously only available via separate applications or interfaces. Now, individuals have a one-stop-shop for all information pertinent to situational awareness.

Finally, Cellular Blue Force Tracking is scheduled to be available in December 2006. This new application gives the Coast Guard the ability to track assets every few minutes using cellular phones. The new phones have an embedded GPS transceiver that will transmit the position of an asset to the COP. The asset’s name/number, type, position, time and course and speed over ground are transmitted in an encrypted e-mail to the appropriate command center. Once received, this information helps the Coast Guard achieve greater situational awareness at a much greater speed.

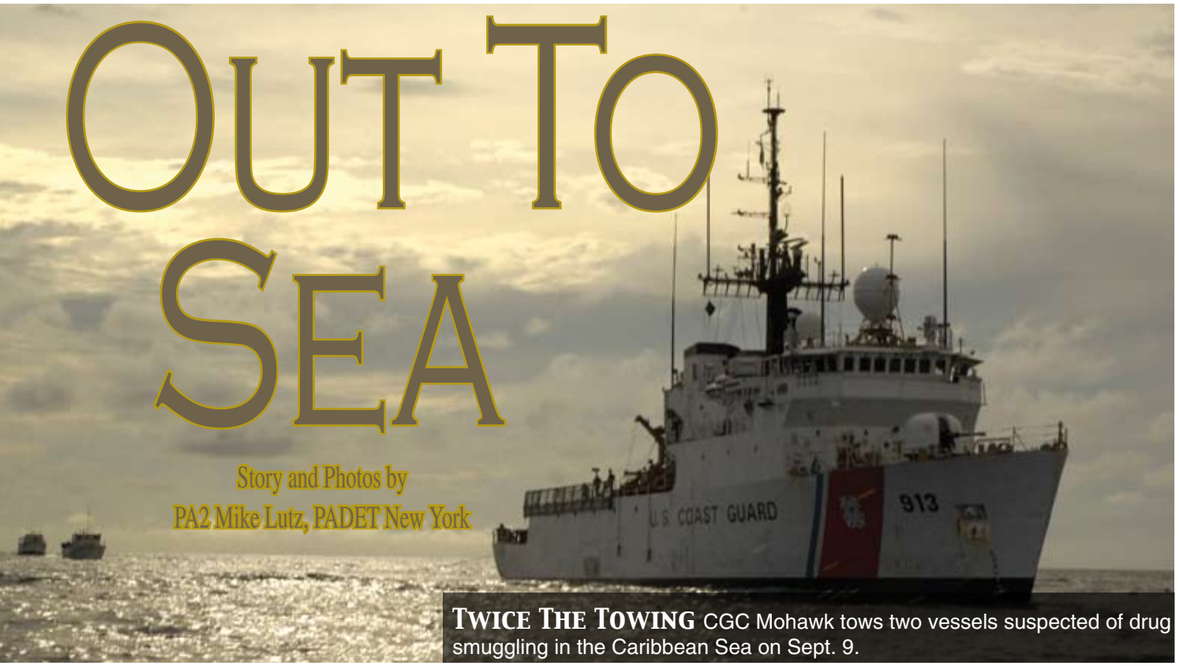
Cmdr. Chris Bartz, CG-37RCC administrative officer, said “Blue Force Tracking will enable operational commanders to receive real-time information on the location of their assets, and cell phone BFT is our quickest and least expensive way to achieve that capability.”

CG-3 is continuing to seek and field new capabilities as the latest in digital technology emerges. Each step forward in the digital world helps Coast Guard members stay competitive and efficient while carrying out their diverse missions in a globally connected and ever-changing maritime environment.

Please direct any questions or comments to the office of CG-37RCC, Cmdr. Chris Bartz, Lt. Cmdr. Joe Healy and Lt. Cmdr. Richard Sundland.

Out To Sea

Story and Photos by
PA2 Mike Lutz, PADET New York



Twice The Towing CGC Mohawk tows two vessels suspected of drug smuggling in the Caribbean Sea on Sept. 9.

The crew of the CGC Mohawk departed Key West, Fla., on July 1, to undertake a journey that would lead them through the Panama Canal, into two oceans and across three time zones on an 80-day deployment that would test the endurance and boundaries of the cutter and its crew.

The 270-foot medium endurance cutter participated in two annual international naval warfare exercises: Unitas, which lasted from July 24 to Aug. 4, and Panamax, from Aug. 21 to Sept. 1. The crew of the mighty Mohawk also was tasked with conducting homeland security boardings and counter-narcotics operations during their extended patrol.

The Mohawk and her crew steamed their way through the Panama Canal and across the Equator to Unitas 2006, which was held along the coast of Chile.

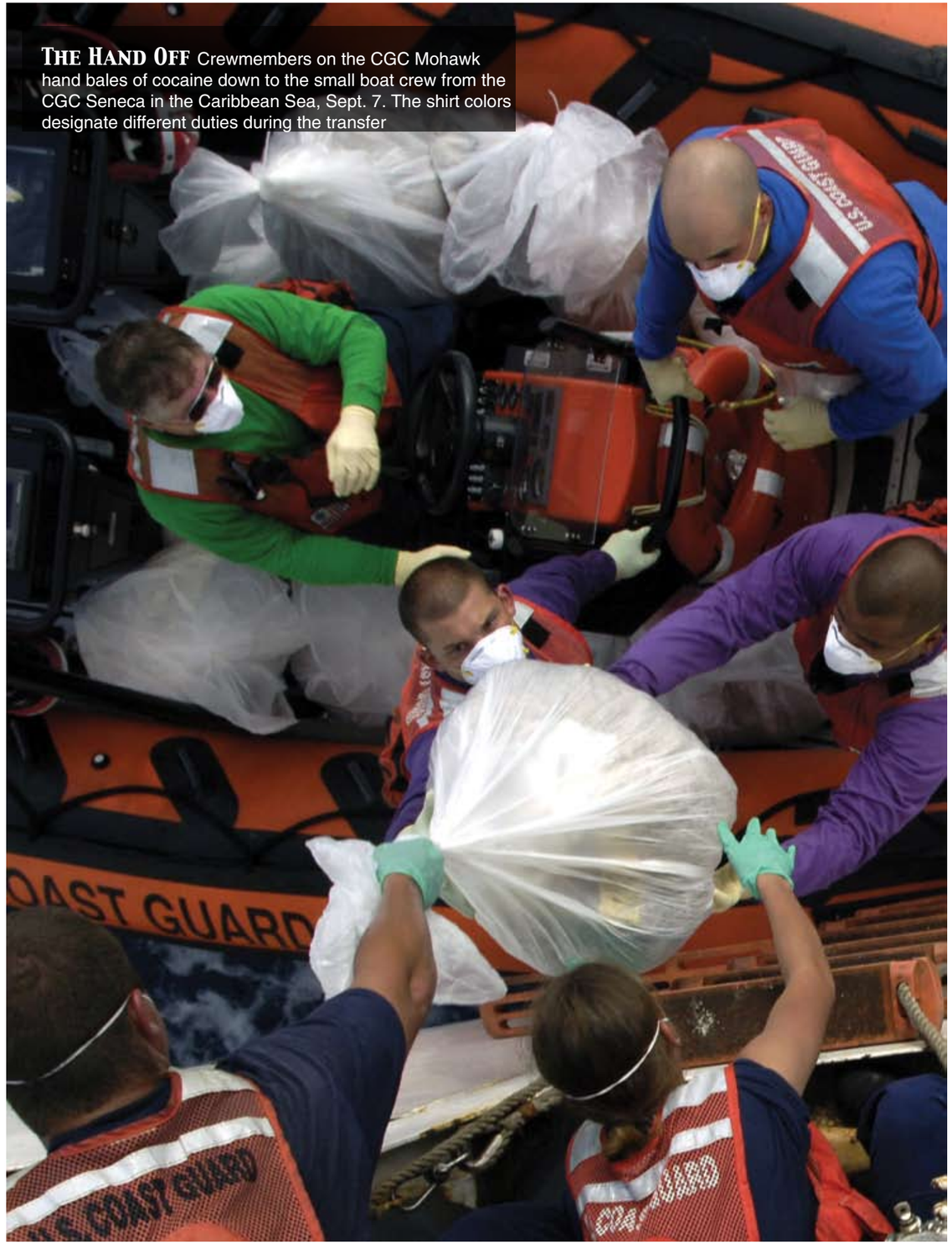
Unitas, which means unity in Latin, consisted of navies from seven countries, including Chile, Columbia, Ecuador, Mexico, Peru, Spain and the United States.

The scenario teamed together vessels from the different countries and was played out in a war game atmosphere that also included various drills, formation steaming and multi-national training exercises.

"We got the chance to work with navies from other countries and see how they do things, show them how we do things and combine our strengths and weaknesses to perform our jobs better," said BM2 Robert Smith, a coxswain on the Mohawk.

After completing the war game exercises and making many new friends along the way, the crew of the Mohawk began their trip north and back into the Atlantic Ocean. Panamax was to be the next

▲ **Canal Connection** YN3 Lindsay Jones holds up a sign and points to a web camera in the Panama Canal, Aug. 20.



The Hand Off Crewmembers on the CGC Mohawk hand bales of cocaine down to the small boat crew from the CGC Seneca in the Caribbean Sea, Sept. 7. The shirt colors designate different duties during the transfer

mission on the crew's agenda.

Panamax is a multinational scenario that puts the safety of the Panama Canal in jeopardy. The crew's mission during Panamax was to board vessels and check them for weapons or anything that could be harmful to the canal.

"Panamax was a lot of training, getting refresher courses in LE techniques and then applying them during boardings," said Smith.

Panamax consisted of navies from nine countries. Sailors from Argentina, Chile, Colombia, the Dominican Republic, Ecuador, Honduras, Panama and Peru all participated.

After finishing the naval exercises, the Mohawk and its crew began searching the Caribbean for dubious vessels.

On Sept. 4, boarding teams from the Mohawk located 1,000 kilograms of cocaine on a Honduran fishing vessel.

The eight crewmembers on the fishing vessel were taken into custody and transferred to federal authorities in the United States. Their vessel, the Virgie M, was transferred to the Honduran government.

"The crew of the Mohawk has been working hard for the last 65 days and stopping several million dollars worth of cocaine from reaching America's shores is an incredible morale boost to the crew and gives everyone onboard a real sense of purpose," said Cmdr. John T. Davis, the commanding officer of the Mohawk.

▲ **War Paint** Fireman Lance Seibert (left) gives Fireman Marcus Whitley (right) a fresh coat of war paint after they do battle with the number two turbo in the Pacific Ocean near Balboa, Panama, Aug. 19.

Throughout their entire patrol, every member in every department had to pull his or her weight. The engineering department was hit especially hard because of many casualties that plagued them. They performed underway repairs to both small boats, they installed a new governor on the main diesel engine and they repaired the number two turbo.

All work and no play, however, can make anyone a little stir crazy. With the long hours that come along with the high tempo exercises and repairs, the sailors of the Mohawk had to make time for morale.

One of the highlights for many was a trip into the rainforest to spend a day with the Embera Tribe that included a hike with the medicine man, an authentic meal and concluded with a traditional dance.

While the cutter was underway, the crew also enjoyed a weekly bingo night, fishing on the fantail and a swim call.

After eighty days of being underway, the crew of the Mighty Mohawk finally returned to solid ground and back to their friends and loved ones in Key West, Fla.

▲ **Sea Legs** The Mohawk's towing team watches as the Chilean Naval vessel Ortiz is pulled along behind them in the South Pacific off the coast of Chile.

▶ **Intense Observance** DC1 Kyle Youngflesh stands by the fire team as a helicopter lands on the Mohawk's flight deck in the South Pacific off the coast of Chile.

◀ **Hide and Seek** OS2 Stacey Tate hides behind a door waiting to ambush a member of the Chilean navy during law enforcement training on the Chilean naval vessel Ortiz, July 26.

▼ **Chew on This** Seaman Melissa Galford (left) and Seaman Lauren Cubitt wait to lower the small boat, July 1 off the coast of Fla.

▲ **We Be Jammin'** MK2 Justin McLaury dances and plays a flute with a member of the Embera tribe during a morale event in the rainforest in Panama, Aug. 31.

▶ **Cutter Fireworks** Ensign Cristina Delgado fires off a MK-124 flare on the fourth of July, near Rosiland Bank in the Atlantic Ocean.

Two-Day Turnaround

Story and photos by
PA3 Lauren Downs, First District

Friendly Relations The CGC Juniper and the Canadian Coast Guard vessel Sir William Alexander participate in a joint-service law enforcement exercise.

Into the foggy morning sunlight sailed the CGC Juniper from its homeport in Newport, R.I., Sept. 24. What was supposed to be a 40-hour voyage to Halifax, Nova Scotia, became an eight-hour round trip to Vineyard Sound.

Three and a half hours and 35 miles into the transit to Halifax, the high crank case pressure alarm went off, followed by the jacket water high temperature alarm and the jacket water high temperature vital alarm. The engine secured itself, and the engineers quickly investigated the cause of the alarms.

With only 96 hours to arrive in Halifax for an awards presentation ceremony and a joint-service law enforcement exercise, engineers aboard the Juniper, with the help of Maintenance Augmentation Team Newport personnel, contributed roughly 230 man hours in two days to repair the engine casualty.

In order to determine what the problem was, the engineers needed to remove the cylinder head, but they didn't have the tools to do it. There are less than 10 tools in the Coast Guard capable of doing this. MAT Newport has one of them on hand at all times, so, the Juniper turned around and headed back home.

Minutes after the Juniper was safely moored, the work began.

▲ **Mr. Fix-It** MK2 Matthew Husler guides a cylinder liner down the ladder to the Juniper's engine room.

The engineers and MAT personnel struggled to disassemble the cylinder head until 11 p.m. Sept. 27. After a 16-hour day, they returned at 7 a.m. the following day to continue the work. Finally at mid-morning, they found the source of the problem. The O-ring on the top of the cylinder liner was wearing away causing the engine to overheat, said MKC Micha Wisniewski, an engineer aboard the Juniper.

> "If we wouldn't have had leftover parts from the last time, we would still be on the pier," said MKC Micha Wisniewski.

Luckily the Juniper's engineers were prepared. They had another O-ring in their warehouse and began to replace the worn-out one that day.

"If we wouldn't have had leftover parts from the last time, we would still be on the pier," said Wisniewski.

The MAT personnel were also a huge help to the Juniper, said Wisniewski.

"We're the only Maintenance Augmentation Team on the East Coast for 225s," said MK2 Matthew Husler, one of the MAT's engineers.

The MAT crew has completed the same type job numerous times on other 225-footers and has become proficient in pulling cylinder heads and liners, Husler added.

The engineers worked a 12-hour day Sept. 25 to reassemble the engine. As a result, the Juniper was ready to leave again the following day. The "black hull" pulled into Halifax about 4 a.m. Sept. 28, just in the nick of time.

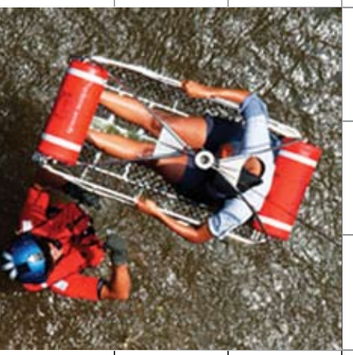
A mere three and a half hours later, the Commandant of the Coast Guard stood on the deck above the Juniper's engine room.

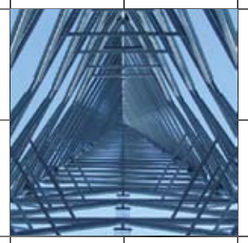
Almost everyone involved in repairing the engine cited good teamwork and flexibility as the biggest contributing factors to such a quick turnaround.

"Whenever need be, we work," said Husler, putting into words the work ethic of all the engineers involved. "If we need to work until two in the morning, we work."

▲ **Inspector Gadget** MKC Micha Wisniewski inspects a cylinder liner before sliding it into the Juniper's engine.

LOCKED IN





Rescue 21 enhances lifesaving capabilities and puts hoax callers on notice

Story by PA2 Judy Silverstein, USCGR

RECENT CONVICTIONS IN HOAX CALL CASES DEMONSTRATE A ZERO TOLERANCE STANCE from both the Coast Guard and local authorities.

Concurrently, Coast Guard watchstanders are learning about advanced technology that provides an essential tool for identifying callers, much like "caller I.D."

Rescue 21 is the Coast Guard's new command, control and communications system (C3) designed to replace the aging National Maritime Response and Distress System. Unprecedented growth in recreational and commercial use of coastal and inland waterways dictated the need for technological upgrades. With more than 78 million boaters and 13 million vessels navigating American waterways annually, these enhancements will soon improve capabilities to detect the location of Mayday calls from boaters, enhance the clarity of calls with upgraded playback features, and decrease 88 known coverage gaps along coastal areas. That's something many watchstanders believe could have far-reaching implications.

"Putting a bearing on a distress call could really help us," OS1 Scott Leazott, a search and rescue controller at Sector St. Petersburg, Fla., said. "It's not just about hoax calls, we want to rescue people, and if they can't give us a location, the direction-finding capability can help us find them."

A test of manpower

WITH TROPICAL STORM ALBERTO BEARING DOWN ON THE FLORIDA COASTLINE JUNE 12, WATCHSTANDERS IN MIAMI RECEIVED A CHILLING MAYDAY CALL from a 33-foot boat sinking off the coast of Boynton Beach, Fla. Follow-up calls made from a handheld radio stated nine people, including four children and an injured adult female, were in danger of drowning.

The Coast Guard scrambled an array of assets – including small boats, Falcon jets, HH-60 Jayhawk helicopters and HH-65 Dolphin helicopters. In what turned out to be a dramatic hoax involving a 1,000-nautical mile search area, the Coast Guard spent the equivalent of more than $350,000 for two days of searching in turbulent weather.

"We get tons of uncorrelated Mayday calls," OSCS Horst Sodemann, Sector Miami Command Center supervisor, said. "In this case, we exhausted an incredible amount of manpower and resources."

Although SAR controllers wondered about the veracity of the Miami call, they took the mission seriously.

"It's our job to go search for and rescue people, but a line of bearing could at least decrease the search area," Sodemann said.

A line of bearing could have meant an alert that the call emanated from an inland area.

"As we get the equipment and become familiar with its capabilities, the technology will increase everyone's safety," said Sodemann, whose command center is slated to have Rescue 21 equipment installed in 2007.

Time and resources

THE MIAMI HOAX CASE FOLLOWS ON THE HEELS OF A CONVICTION AND A HEFTY FINE FOR A TWO-TIME HOAX CALLER IN BOSTON AND RECENT IDENTIFICATION OF HOAX CALLS ON THE WEST COAST OF FLORIDA by recently installed Rescue 21 equipment. Because time spent on hoax calls can impact the safety of Coast Guard crews as well as time spent on legitimate calls, these cases are notable. As the Coast Guard partners with local authorities to fine and imprison those callers, advanced technology in the form of Rescue 21 also will provide watchstanders with more sophisticated tools to ensure boater safety.

"In late June, in one eight-hour period, in one Sector, we accurately identified six calls emanating from inland areas," Capt. Dan Abel, project manager for Rescue 21, said. "That's impressive, and that translates into a useful tool for those standing the watch and greater safety for our crews and the boating public."

If the Coast Guard receives two seconds of transmissions, even from older radios, boaters and first responders have an improved chance of being more accurately located. Those who have upgraded to VHF radios with the Digital Select Calling feature will have a greater advantage, according to Abel. DSC-equipped radios have a Mayday button that can automatically send a transmission on Channel 70, which includes vital information about the vessel and its registered owner. If the radio

is connected to a GPS receiver, it will also automatically transmit the vessel's coordinates. Until the call is answered, the Mayday will continue to broadcast, even if its skipper becomes incapacitated. However, this technology is not an "added requirement" for boaters. Since 1999, the FCC has required all new models of marine radios produced for sale in the United States to have DSC capability.

Critical enhancements

"RESCUE 21 OFFERS AN ARRAY OF ENHANCEMENTS INCLUDING DIRECTION-FINDING TECHNOLOGY AND ENHANCED PLAYBACK CAPABILITIES, which are the cornerstone of our success in search and rescue, marine environmental protection and maritime homeland security," Abel said. "These are critical tools for both the boating public and for those standing the watch."

Abel, an HH-65 and HU-25 pilot, understands firsthand that valuable crew time can be wasted on hoax calls.

The vital information provided by Rescue 21 helps watchstanders make critical decisions about resource allocation.

Case in point, on July 23, a watchstander at Sector Mobile, Ala., received a transmission over VHF Channel 16 from a caller reporting he saw two red flares. The caller explained he could see the vessel that fired them 18 nautical miles out in the Gulf of Mexico. Sounding intoxicated, the caller would not provide a LORAN or GPS position.

By way of eight lines of bearing received on the Rescue 21 system, the watchstander was able to determine that the call either originated from an inland area or was close to a nearby marina instead of well out in the Gulf waters, as claimed. A 25-foot response boat was launched to investigate. Using good judgment, gut instinct and the Rescue 21 system, the watchstander was able to identify the case as a hoax call, preventing further waste of resources.

Visit the Rescue 21 Web site at www.uscg.mil/rescue21 for project history, capabilities, benefits, and implementation process and schedule.

Rescue 21 Full Implementation Schedule

Source: Rescue 21 *Dates represent timeframe the Rescue 21 system is expected to be complete. Typically, the installation process takes between two and three years.

Rescue 21 Capabilities

- Incorporates direction-finding equipment to improve locating mariners in distress
- Improves interoperability among federal, state and local agencies
- Enhances clarity of distress calls
- Allows simultaneous channel monitoring
- Upgrades playback and recording feature of distress calls
- Reduces coverage gaps for coastal communications and along navigable rivers and waterways
- Supports Digital Selective Calling, providing Global Positioning System capabilities
- Provides portable towers to restore communications during emergencies or natural disasters

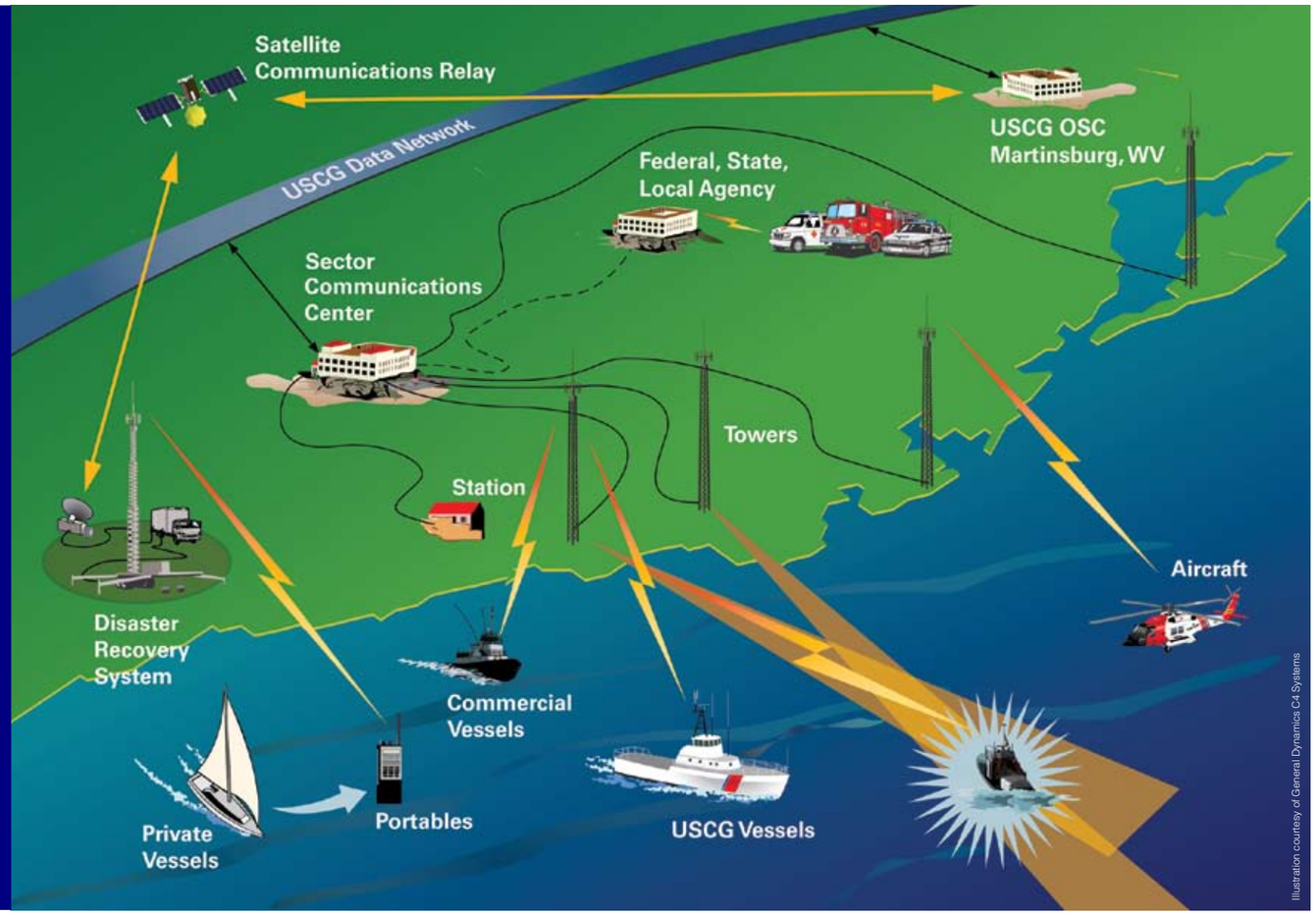


Illustration courtesy of General Dynamics C4 Systems

◀ Rescue 21 At A Glance This graphic depiction illustrates all components of the Rescue 21 system including direction-finding capabilities from transmissions within the coastal zone. Lines of bearing help watchstanders reduce search areas and identify calls emanating from inland areas.


Photo courtesy of Rescue 21

▲ Disaster Recovery The Rescue 21 Portable Antenna Tower can be mobilized quickly to restore vital communications in areas where current antennas have been knocked off-line by storms or other natural disasters.

Why would anyone want to eat plastic? It happens typically not to humans, but instead to marine animals - and it happens often.

Consider the graceful movement of a plastic bag lightly drifting in the ocean current with just a sliver of light illuminating it from above. It's easy to understand how a sea turtle, who prefers to gulp down jelly fish, might mistake the bag for food.

Numerous fish species, marine mammals and birds also confuse floating garbage with food. Once accidentally consumed, trash can wreak havoc inside the animals resulting in suffocation, gastric blockage and a slow and eventual death.

It's not only the bite-size pieces that are an issue. Current research indicates the global concentration of plastics and other garbage found in the vast oceans and on beaches worsens each year.

Because of this growing concern, environmental advocates have nurtured a cleanup program with two clear-cut goals in mind.

"First off, it allows the beaches to get cleaned up," said Ron Doescher, a member of the Coast Guard Auxiliary and one of nearly 50 volunteers who swept Crane Beach in Ipswich, Mass., Sept. 16.

Secondly, and just as emergent, it allows for the itemization of debris found along the coast. In addition to combing the beach with trash bags in hand, the volunteers categorized each piece of garbage that was collected. The data helps determine two main factors: the type of pollution and where it's coming from.

Once compiled, the facts help the scientific community and policy makers further understand and better address ocean pollution.

Doescher's commitment to the cleanup is half professional and half personal.

As a Coast Guard auxiliarist with an interest in the marine environment, he gravitated toward the service's environmental protection mission. He eventually assumed responsibility as a coordinator for the Coast Guard's Sea Partners Campaign, a program devoted to protecting the marine environment through partnerships, education and outreach. It was one such partner, the Ocean Conservancy, which sponsored the cleanup at Crane Beach.

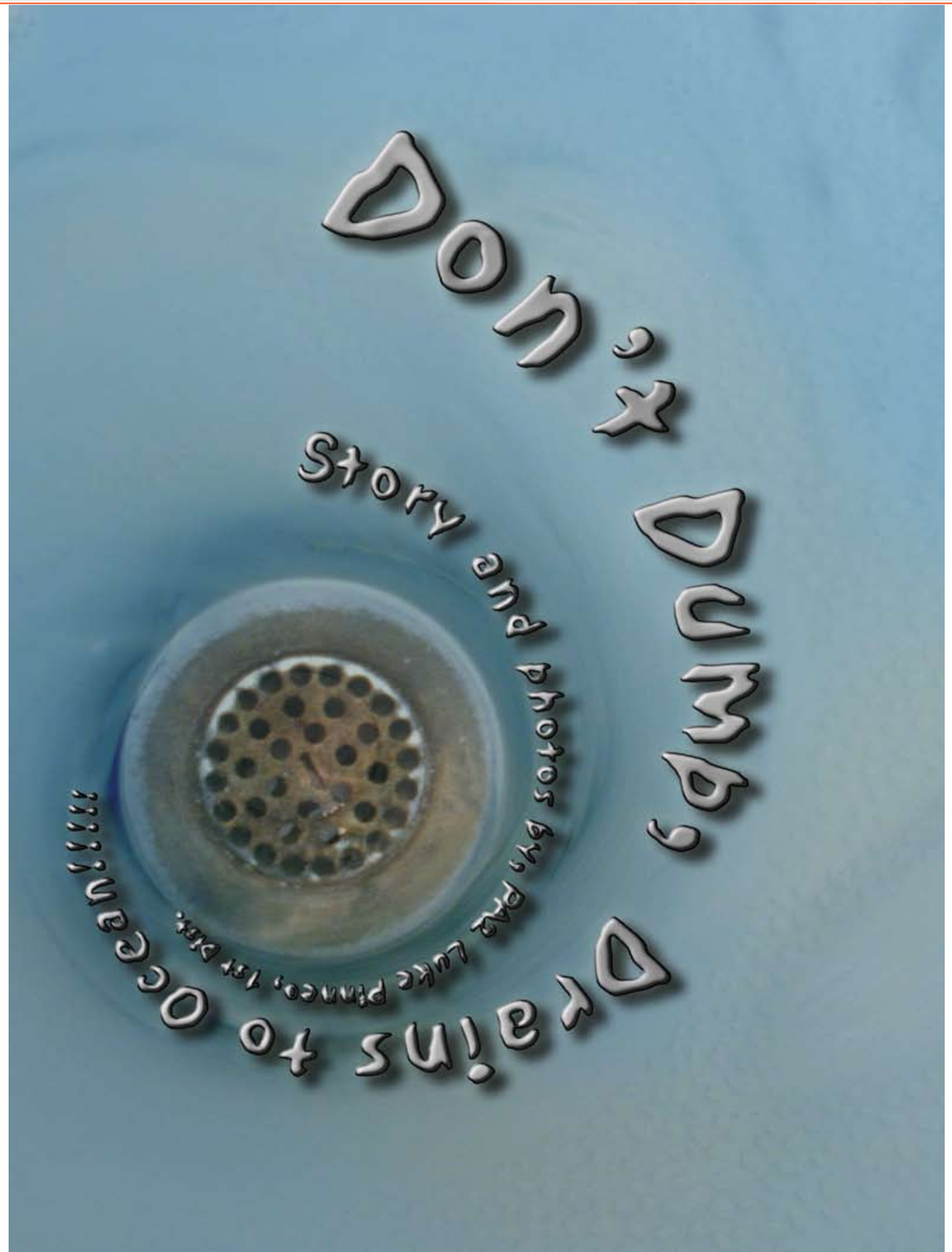
On a more personal note, Doescher has felt his share of pain associated with seeing filth in the ocean.

"As a boater myself, I was always annoyed to see trash floating in the water," Doescher said – an annoyance that ultimately sparked desire into action.

He wasn't alone.

The cleanup is part of a world-wide annual event formally called the International Coastal Cleanup. This is an opportunity for people to do something about beach and ocean pollution.

Doescher and 49 members of the community, including families, college and high school students, church groups and others, spent a beautiful Saturday morning



scouring about four and a half miles of beach picking, digging and recording each piece of trash.

In the end, they tallied 50 bags of trash totaling more than 1,200 pounds of garbage ranging from cigarette butts, bottles and diapers. They even found a small swimming pool!

So where does it all come from?

"By and large, folks are fairly clean on the beach themselves," said Northeast Regional Ecologist Franz Ingelfinger of the Massachusetts Trustees of Reservation, overseers of Crane Beach.

"Most of the trash that was picked up by folks during Coast Sweep was associated with stuff derived from marine sources," he added. Rather than being left by littering visitors, the junk was purged up onto the beach from the sea.

Much of it, according to Ingelfinger, travels a great distance from inland streets, into storm drains, into rivers, and eventually out to sea and up on the beach.

"I see bottles, I see tin foil, I see cans, and I see a swimming pool," said Ingelfinger. "These things didn't get into our water because someone was out on a boat with a swimming pool," he added with a chuckle.

Further, Ingelfinger said there are items of particular concern that he always picks up, specifically balloons and entrapment hazards like nets. He is also vigilant for other threats to both animals and people, such as broken glass or large chemical drums that wash up.

He hopes people are careful with their trash, whether at the beach or not, given that much of it could end up there in the long run after heavy rainfall and run-off.

The Ocean Conservancy reports that nearly one-quarter of the nation's polluted estuaries and lakes are so because of urban storm water, and nearly every coastal state has beaches fouled by waste-filled run-off.

"It's never nice to come to a beach like Crane after a storm and look at all the garbage," Ingelfinger said.

Despite this, Ingelfinger said he is grateful. "I'm thankful that I get 50 folks, including families with kids that have busy schedules, to come out and help us pick up the beach," he said. "I'm thankful for an international event that is focused around this issue. Coast Sweep has a wonderful program with a number of wonderful volunteers who care enough to come out and dedicate the time to make it an issue."

Still, wide-spread beach degradation continues.

Some may question if enough people care, but not Ingelfinger. "I don't think it's that folks don't care," he said. "I think it's more that they aren't aware."

He figures most people don't stop to consider how easily trash enters the delicate marine environment, a gateway to an intricate food pyramid with us at the top.

Ingelfinger asserts that a starting point for lasting ecological restoration comes down to people being mindful of their garbage and making sure it gets in the right places.

"We can certainly be smarter about where we put our trash, and take the time to pick up plastic on the side of the road," he said.

After all, it's not going to just disappear.

◀ **CLEAN ACCOUNTING** Coast Guard Auxiliarist Ron Doescher, left, carefully categorizes and records each piece of trash collected on the shores of Ipswich, Mass., by volunteers during the International Coastal Cleanup, Sept. 16.

Kodiak's Special Delivery

Air Station Releases Rainbow Trout

The wisp of a fly line, the ripple and pop of a lure bouncing off the surface of a remote mountain lake, and the cool misty breeze found on a late summer morning define serenity for many anglers who frequent the mountain lakes of Kodiak Island in Alaska.

▲ **Rainbows Released**
AMT1 Steve Dyke from Air Station Kodiak prepares to drop rainbow trout from the Fort Richardson Fish Hatchery into Dolgoi Lake.

In many of these locations, walking is the only means of access, and the quiet scenery is shared only by those engaged in the ancient battle of man versus fish.

But once a year, the peacefulness of the remote mountain lakes on Kodiak is broken by the sound of a Coast Guard helicopter on a unique mission: to stock those lakes with rainbow trout.

For the trout fry, the transition from the warm waters of the hatchery where they were spawned to Kodiak's pristine lakes is inconsequential. However, the process of transporting fish fry from their birthplace in Anchorage to a mountaintop lake more than 500 miles away is far from a simple task.

Dozens of individuals from several agencies work together in a carefully orchestrated system to race against a clock that will determine life or death for thousands of fish.

On Aug. 16, 2006, the Coast Guard and Alaska Department of Fish and Game joined forces to complete the final leg of a complicated journey for thousands of trout fry. When the fry leave the state-run Fort Richardson hatchery in Anchorage, they are 90 to-120-days old. The challenging mission is to transport the small and delicate fish from the hatchery to the 20 stocked lakes on Kodiak Island. It is a journey that takes the fish, by truck, boat, bucket and air, to their final destination. Their journey begins simply as they are loaded onto a truck at the hatchery.

"Rainbow trout in particular are quite sensitive to environmental changes, such as water temperature," explained Donn Tracy, fisheries biologist with the Alaska Department of Fish And Game's Sportfish Division. "It's very stressful to move the fish from the hatchery, onto a truck, then across Shelikoff Strait to Kodiak Island and then onto the helicopter for air transport."

Once in Kodiak, some of the fish are portioned into coolers for the air transport stocking. The rest are placed in a hatchery tank, from which individuals stock lakes accessible by road.

The fry in coolers are driven to Coast Guard Air Station Kodiak, where they are loaded onto an HH-65 Dolphin helicopter. For the Coast Guard aircrews, the stocking flights are a unique departure from their usual day-to-day operations.

"It's always nice to have some variety in our missions, and stocking local lakes with the helicopter is a good, light-hearted contrast to search and rescue," said Lt. Daniel Long, Coast Guard Air Station Kodiak HH-65 pilot. "By facilitating the efforts of Fish and Game and other local agencies, we are helping to maintain the quality of life for Kodiak's residents. This is important because we are here to serve the public, and we strive to do so 24/7."

The Dolphin has capabilities that make it a well-suited platform for stocking lakes.

"We can fly much slower than a fixed wing aircraft which are often used for this type of job," Long explained. "We can also get down lower over some of the smaller lakes that are surrounded on all sides by tall trees."

Many of the lakes stocked on Kodiak are easily accessible by car, and the fish are carried only a few feet from the road in five-gallon buckets. Other lakes not directly on the road system are stocked by volunteers, who bag the fish and carry them from the hatchery truck in ice-cooled backpacks. A successful release is dependent on volunteers hiking as fast as possible to release the fish, Tracy noted.

"There is a finite survival window for those fish once they are bagged and placed in an oxygen restricted environment," Tracy explained. "The fish have about 20 minutes before the ambient oxygen is depleted, and they start getting really stressed. After about a half hour they start dying, and at 40 minutes, they are all dead."

Even under the best conditions, stocking healthy and viable fish is a challenge, according to Tracy. There are a number of things that can go wrong each year. Since the program began in 1953, there have been instances of huge mortality rates when environmental conditions changed, delivery was slow, or the clock simply ran out.

"The greatest challenge is to use that limited window of opportunity once that transportation process begins," Tracy explained. "The fry need to get to lakes while they are still viable."

In the past, stocking attempts have ended in disaster with a 100 percent mortality rate, Tracy explained. Delivery must be performed in the window of opportunity, and it's simply too far to backpack the fish into remote lakes. Tracy noted that since the Coast Guard has been involved, success rates have improved.

"This year was a major success," Tracy said. "We have had some problems in the past, but those problems have greatly diminished since we have had the benefit of air transport for those fish."

The Coast Guard in Kodiak has been helping the Department of Fish and Game stock remote lakes on Kodiak Island since the early 1990s. The proximity and operational nature of the Coast Guard provides a convenient solution to accessing the remote areas.

This year's restocking mission consisted of two flights, each with three coolers to stock six lakes by helicopter. Each cooler was filled with approximately 1,500 fish, an amount that can vary depending on the size of the lake being stocked, according to Tracy. Lakes stocked by the Coast Guard this year included Heitman, Jupiter, Saturn, Long, Tanignak and Dolgoi Lakes. To ensure proper delivery, a Fish and Game representative went along to ensure the fish were dropped in the proper lakes.

> "Stocking local lakes with the helicopter is a good, light-hearted contrast to search and rescue," said Lt. Daniel Long.

▲ **Fry to Freedom**
Fish culturist Greg Carpenter, with the Fort Richardson fish hatchery, dumps a net full of rainbow trout into a bucket.

Although initial survival of the fry is one way to measure success, the true measure is only evident from an angler's perspective.

"Each lake is a little different," said Dan Busch, a 36-year resident of Kodiak and fly fisherman. "Some are in really heavily wooded areas. Some are more alpine situations, but the main thing is that when you do fish these lakes, there is no one else around. I think that it's the nice part of it. You can really get some solitude fishing."

Although the size of the fish is ultimately controlled by food and habitat, it is not unheard of to catch fish as large as 28-inches long, Tracy explained. He said, however, the typical rainbow trout is in the 15 to-20-inch range. Bush noted that the population density varies greatly depending on how often the lake is stocked and the environment. This is especially true because the remote lakes are stocked with sterile rainbow trout, which can not reproduce, creating a limited population for sport fishing.

"In order to maintain the good quality fishing that we have, we have to put a little effort into it ourselves by practicing catch and release," Busch said.

As an angler, Busch noted that the Coast Guard makes the difference in the quality of fishing in the remote lakes that would otherwise be very difficult to stock. Busch explained the sum of everyone's efforts simply.

"It certainly offers some good fishing."

dres_sage [druh-sahzh; Fr. dre-sazh] –noun

1. The training of a horse to carry out a series of precise controlled movements in response to minimal signals from its rider
2. Dressage event: a competitive event in which horse and rider are judged on the elegance, precision and discipline of the horse's movements

Story and photos by PA3 Dan Bender, PADET New York

The dust hangs in the air as another training session between the white fences on a quiet horse farm in rural New Jersey comes to an end. A woman pauses to thank her friend, stroking his muscular neck as they watch the sun dip below the tree line - it's been a long day.

Cmdr. Claudia Camp, chief of Current Operations at the Seventh Coast Guard District Law Enforcement Branch, spends every free moment she has working toward her dream.

"It started with books," said Camp. "I became fascinated with horses after I read "Misty of Chincoteague." When I was 15, I made a promise to myself that I would own a horse some day no matter what."

After graduating from UCLA with a bachelor's degree in English-American studies, Camp became an account executive for an advertising agency in San Francisco. The pace of corporate life was frustrating and kept her from her dream.

The tension came to a head during a meeting with one of her clients, a bleach company.

"We argued for three straight hours over whether their new slogan should be 'whiter and brighter' or 'brighter and whiter.' I thought to myself, 'I can be doing so much more with my life,'" she said.

Within a week, she quit her job and set sail for the Coast Guard.

"I had a friend whose husband was in the Coast Guard. They invited me to come and check out the station and go out on patrol with them on one of the old 44-footers," she said. "Through the fog, the crew spotted a man, who had lost his kayak, floundering in the middle of the bay. He was hypothermic when they pulled him from the water, and I had my EMT certification so I treated him for hypothermia. The water was barely 50 degrees, and I knew we were the difference between life and death for him."

Driven to join the Coast Guard after that experience, Camp decided to enlist even though she already had a degree and could have applied to Officer Candidate School.

"I always knew that I wanted to be an officer, but I wanted to drive the 44-footers too," she said.

She would go on to become a coxswain driving 44-footers out of Station Fort Point beneath the Golden Gate Bridge in San Francisco. Four years into her enlistment, she took the next step in her Coast Guard career, and graduated from Officer Candidate School in May 1990.

"Driving small boats is a one-of-a-kind experience. Nothing really compares to it. I just felt that I had more to offer as an officer," said Camp.

Now that Camp had settled on a career path, she was ready to fulfill her childhood dream of owning a horse. Growing up, her father often took her to horse riding competitions where she found the event's pageantry appealing.

"I remember being amazed by the spectacle of these beautiful horses and their riders dressed in black coats and top hats. The environment at a grand prix is very elegant," said Camp.

Inspired, Camp began entering competitions in 1998, two years after she purchased her first horse. Her first years of competition were spent in the show hunter class, where the horse and rider are judged on their ability to navigate a course and jump obstacles such as

> "Dressage is a very refined sport. It's sometimes called horse ballet because so much of the sport is about making complicated and difficult maneuvers look effortless."
>
> — Cmdr. Claudia Camp, chief of Current Operations at the Seventh Coast Guard District Law Enforcement Branch

Practiced Perfection Cmdr. Claudia Camp, chief of Current Operations at the Seventh Coast Guard District Law Enforcement Branch, rides her horse, Raphoni Solyst, during competition at the Memorial Weekend Dressage Show at the Horse Park of New Jersey in Stone Haven, N.J., May 27. Camp competes in an Olympic sport called dressage, in which she and Raphoni were ranked fifth in the nation in 2005 among all six-year-old horses.

fences or shrubs in a smooth and steady manner.

"Competing with the hunters really opened up a whole new world for me. I enjoyed the challenge of getting to know my horse and learning how to maximize his ability," said Camp.

Camp began to steadily climb the national rankings, racking up more than 20 trophies and ribbons during competition. It was an accident at a national competition that would lead to her greatest accomplishments.

Camp was thrown from her horse during a jump six years ago at the Lexington National Horse Show in Virginia. Landing on her head, her helmet shattered and left her with a concussion.

"At that moment, I realized it was too much of a risk. My job is just too important to me to jeopardize," said Camp.

Camp made the switch to dressage, a discipline dating back to 400 B.C. in Ancient Greece that does not incorporate jumping and is much safer for the rider.

"Dressage is a very refined sport. It's sometimes called horse ballet because so much of the sport is about making complicated and difficult maneuvers look effortless," said Camp.

Dressage is also an Olympic sport.

She showed promise in the sport, but her competitions were preempted by her fifth tour underway.

"To improve your skills as a rider, you have to be with your horse every day. After two months on patrol, I would come back to a horse that acted like he didn't know me. We started at square one every time," she said.

The bond between a horse and rider is so critical that Camp traveled to Denmark to find her current partner, Raphoni Solyst, a Danish Warmblood. Horses are taken so seriously there that the king inspects each one, branding only the finest horses - like Raphoni.

"She has a very, very nice horse," said Lena Wedenmark, Camp's current riding instructor. "She has a capable horse, focus and desire. If she keeps riding, she can go very far."

With a new partner in the stable, all Camp needed was a tour ashore to begin climbing the ranks again. She got her chance when she was assigned as the command center supervisor at Sector New York, a challenging position but one that offered her the chance to step up her training.

Camp and Raphoni were ranked fifth in the nation among all six-year-olds after the 2005 Young Horse National Championships in Louisville, Ky., within two years. Having already taken first place at two United States Dressage Federation regional events, she shows no sign of slowing down. If Camp hopes to make the Olympic team, she'll have to be among the top eight in the country overall. She'll have to remain in the top rankings of the horses in Raphoni's age group as they approach their peak ages for the sport, generally 10 to 16 years old.

For Camp, life is about the Coast Guard and her horse. As she and Raphoni end another long day, it's not her sore muscles or even her pillow on her mind. As the day turns to dusk and she wipe's the sweat from her brow, she smiles. It's been a long day, but it's one closer to the dream.

▲ **All Smiles** Cmdr. Claudia Camp shares a moment with her horse, Raphoni Solyst, at Eagle Crest Farms in Farmingdale, N.J., April 15.

Dressage History

The history of dressage dates back to a period of more than 2,000 years. The object of dressage is the harmonious development of physical ability of the horse, resulting in a calm, supple, flexible animal, both longitudinally and laterally. The horse should be confident and in perfect understanding of his rider.

All work in dressage should be free, light, aesthetically beautiful to the observer, and the horse should remain on the bit. The ancient Greeks were the first to practice dressage in preparation for war. It was this culture that believed nothing could be obtained correctly or harmoniously without the strict adherence to the laws of the universe. This is what truly defines classical dressage — the horse should submit himself happily and proudly to the will of the rider, without any disturbance in his natural way of going.

America's earliest roots in dressage began with the Spanish Conquistadors and their gineta mode of riding. This style directly influenced the western seat and stock saddle. Native Americans quickly adapted their own style of riding by sitting upright in the walk and trot and using the forward seat in the gallop.

The first Olympic Dressage games were held in Stockholm, Sweden, in 1912. These equestrian games were only open to cavalry officers, and the dressage test consisted of collected and extended gaits, rein-back, turn on the hocks, four flying changes on a straight line and jumping five small obstacles, one of which was a barrel rolled towards the horse.

The United States Cavalry at Fort Riley, Kan., exchanged ideas and instructors with the schools in Europe and won an Olympic team bronze in dressage in 1932. U.S. Army Captain Hiram Tuttle also took an individual bronze medal. This was also the year that the 20-by-60 meter arena with letter markers was introduced.

The notable U.S. Army General George Patton is credited for protecting the Spanish Riding School and rescuing Lippizzaner mares from becoming absorbed into the communist bloc in WWII. After the U.S. Cavalry disbanded in 1948, the focus of dressage for military purpose shifted to civilian competition and sport and began to gain momentum.

With the help of many dedicated immigrants, the United States began its attempt to "catch up" with the Europeans, and the United States Dressage Federation was founded in 1973 to promote, educate and recognize achievements.

Excerpts from: http://www.worlddressage.com/history.htm

Coast Guard Triathlon

On August 11, Station St. Inigoes, Md., held their second annual triathlon consisting of running 2 miles, kayaking 4 miles, and bicycling 6.5 miles. This year's event was organized by BM1 Edgar Cooper. Seven teams and one individual doing all three events competed in this years event. Coming in first place with a combined time of 1:40.15 was the team of Cooper, BM2 Dennis Phillips, and MK1 Michael Hunter; 2nd place with a combined time of 1:43.00 was the team of BM2 Jamie Sanchez and MK2 Aaron Dooly; 3rd place with a combined time of 1:43.13 was the team of BMC Christopher Harward, MKC James Johnson and BM1 John Robbins. Coming in fourth overall doing all three events with a time of 1:45.21 was BMC Juan Rivera. Station personnel that did not compete provided logistical support in setting up the staging areas, marshalling and shuttling the participants to and from the venues. Cooper stated that without the support of the crew, this event would not have been as smooth or successful at all. Judging by the enthusiasm of the entire crew, the second annual triathlon was a complete success, and the positive feedback points to more of the same in the near future.

Trek Across America

AST1 Randall Rice, Coast Guard Air Station Atlantic City, N.J., recently returned from a bicycle ride of nearly 3,000 miles from San Diego to Savannah, Ga. After accomplishing a series of personal and professional goals, Rice set his sights on the three-and-a-half-week bicycle ride, organized by a company called Pacific-Atlantic-Cycling Tour.

"I'm very goal-oriented," said Rice, noting his recent milestones and accomplishments of turning 40 years old, preparing for advancement to chief petty officer and graduating from a local college with a bachelor's degree in psychology.

"The tour was always something I wanted to do," said Rice, who was born in Cochrane, Alberta, Canada. "I've always done endurance events," he added. He has ran in numerous marathons and he twice completed the Ironman triathlon competition.

The 2,913-mile bicycle tour saw Rice and the group of about 60 riders traveling an average of 112 miles per day. Rice noted that, in the first day alone, the group rode 127 miles and climbed about 7,500 feet in elevation while transiting from San Diego to El Centro, Calif. While riding through desert towns, the highest temperature that he recalls was 114 degrees Fahrenheit.

Besides accomplishing this personal goal, Rice took the opportunity to do some good for the Coast Guard as well. Prior to his departure, Rice solicited for donations for the Coast Guard Mutual Assistance program. Coast Guard Mutual Assistance is a non-profit organization that provides financial assistance to Coast Guard members. Rice wanted to re-pay the program for providing him grants that off-set the costs for his school books. Thanks to donations from local businesses, Rice raised hundreds of dollars for Coast Guard Mutual Assistance. This money will be used to help other Coast Guardsmen in need of financial assistance.

Always up for a challenge, Rice said he finds himself asking, "What am I gonna do now?"

Photograph courtesy AST1 Randall Rice

Survival of the Shawangunks

Story by PA2 Matthew Schofield, 9th Dist.

Amid the beautiful scenery of New Paltz, N.Y., a formidable opponent laid in wait for some competitive athletes eagerly seeking to put foot to ground and body to water on Sept. 10. That opponent was the Survival of the Shawangunks triathlon near the Catskill Mountain Range.

A total of 150 men and women competitors from all over the nation converged to compete against each other in a difficult and challenging course. The course tested even the most seasoned athlete, and it took months of preparation and effort to arrive at the starting line, much less cross the finish line.

In an effort to better prepare athletes for competition, some companies sponsored or offered at least some monetary assistance to those in the race. The Coast Guard awarded one lucky competitor $400 dollars to offset the financial burden of traveling during the off-duty hours to the race.

Lt. Lauren Trocchio, Ninth District Command Center Cleveland, was the recipient of the grant. She used the money to offset the costs of travel, food and lodging.

"I could have paid for it myself, but the money made it easier for me to focus on the challenge," said Trocchio.

This triathlon was eight stages, which is partly what made this one special; normally there are only three stages. Because it was not a typical triathlon, she began preparing for the race in April to be in the best physical and mental shape she could be by race time. Just to be in the race, the contestants had to qualify by completing a half Ironman, which is a 1.2-mile swim, 56-mile bike ride and 13.2-mile run in less than seven hours.

It is no easy task to plan for, prepare for and compete in a race of this type. Racers have to eat right, have to work out in a serious regimented way and devote themselves fully to achieve the goal.

Trocchio, who is studying to be a dietitian online through Kansas State University, knows the importance of what to eat and what not to eat.

"Everything in moderation," she said, "I don't consider myself to be a tremendously obsessive person when it comes to what I eat, but I do make it a point to eat right almost all the time."

Once her steady diet was established, the next part of preparing for the race was the intense physical preparation. Trocchio said that she typically trained 15 to 20 hours a week, but she had to modify it a little bit to be ready for this race.

She also took yoga classes because they provided the flexibility and core strength she needed to compete well.

"When doing the same activity for long durations of time, the muscles will get acclimated and stiffen, making it tougher to utilize them to their fullest potential," she said.

Once she arrived in New York, she was a little nervous, but felt she was ready.

The race started out at 100 feet above sea level, with 30 miles of biking. During the bike portion, the contestants climbed 1,000 feet. They dropped off their bikes where a race assistant — Trocchio's mother, Cynthia, — was on hand to assist her daughter.

"Once the bike was handed off, whatever you picked up you had to carry for the rest of the race," said Trocchio. She wore a special belt that contained two water bottles and some energy supplements.

Next was a 4.5-mile run, which was very hilly, but provided a marvelous view of the surrounding scenery.

"It was gorgeous," she said. After the 4.5-mile run she swam 1.1 miles and finished third overall for that portion of the race.

After the swim, it was back on dry land, running a cool 5.5 miles to the next lake swim. This swim was half a mile long, leading to the next portion, a run of eight miles before another and final half-mile lake swim. Once the final swim was complete, the last portion was a grueling run/climb up approximately 300 feet over 0.7 miles to the finish.

In total, she biked 30 miles, ran 19 miles and swam 2.1 miles placing 56th overall and 15th out of the 60 women.

"It took me a week of recovery time to get back to normal," she said.

After sitting down with her for just a few minutes, one can see her passion for triathlons shine through. Even the most mild-mannered person, like Trocchio, can prove to be like a lion in waiting and an inspiration to many because of the preparation for and resolve to finish the race.

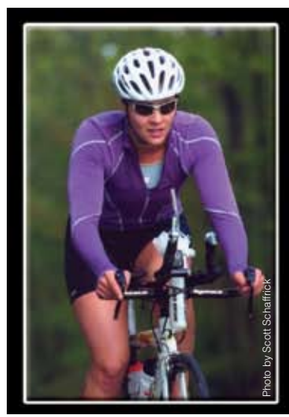


Photo by Scott Schaffrick

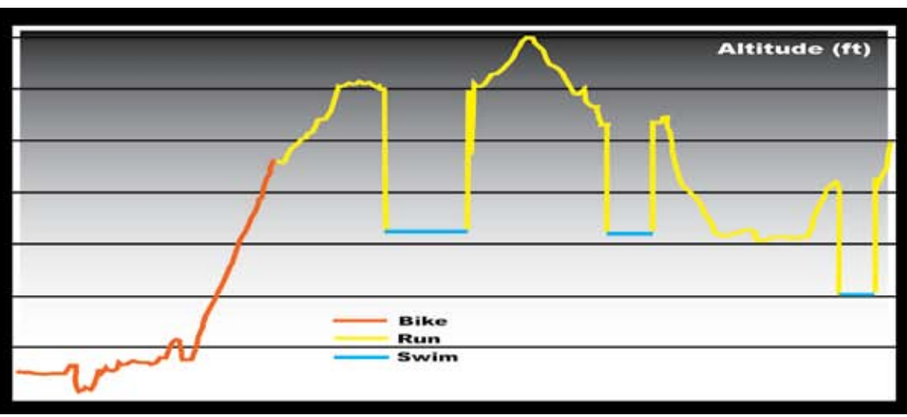



Photo by Scott Schaffrick

Armed Forces Sports

The following information is being provided to encourage Coast Guard men and women to bring their sports talents forward and apply for participation on Navy sports teams as part of the Armed Forces Sports Program.

To date in 2006, 44 applications from Coast Guard athletes to compete in Armed Forces Sports have been received, with 25 athletes selected to attend Navy training camps or selected directly from applications for Navy or Armed Forces teams, and eight athletes were selected as part of All-Armed Forces Teams.

Below is a list of sporting opportunities for 2007, check www.uscg.mil/mwr for more updates:

Bowling (M/W)	Training Camp (Wrestling)	Marathon (M/W)
Soccer (M/W)	Basketball (M/W)	Shooting (M/W)
Cross Country (M/W)	Volleyball (M/W)	Parachuting (M/W)
Boxing (M)	Triathlon (M/W)	Judo (M)
Training Camp (Boxing)	Softball (W)	Sailing (M/W)
Wrestling (M)	Rugby (M)	Cycling Road (M/W)
		Taekwondo (M/W)

The Navy trials/Armed Forces Competitions are open to all officers and enlisted Coast Guard men and women on active duty. Selection is based on submission of application/resume to Coast Guard sports director in COMDT (CG-103). Applications may be obtained from the MWR web site at www.uscg.mil/mwr or from Chief Warrant Officer Carlos Toomer (757) 420-2480 ext. 3032.

Applications must be mailed to: Commandant (CG-103), 870 Greenbrier Circle, Tower II - Suite 502, Chesapeake, VA 23320-2681, Attn: Chief Warrant Officer Carlos Toomer, or faxed to (757) 420-0569. CG-103 will endorse and forward all applications to the head of the Navy Sports. Applications that are mailed directly to the Navy will not be considered. Athletes selected to the Navy trials will compete for selection to represent the Navy in the Armed Forces Championships and may be considered to represent the United States Military in national or international competition.

Anyone selected to participate in Armed Forces Sports is expected to compete in all higher levels of competition.

Coast Guard family hosts Ukrainian children visiting U.S. for medical treatment

Story by PA3 Lauren Downs, 1st Dist.

Russian labels with pictures marked all the appliances throughout his home. They helped break down the language barrier between his children and the two Ukrainian children who were living with him and his family in Haverhill, Mass. MKC Ted Tarini's young visitors, Andriy Stepanenko and Natallyia Kolomievets, traveled to America from Ukrainian villages that are still haunted by the aftermath of a catastrophic nuclear plant explosion.

More than two decades have passed since the Chernobyl nuclear power plant spewed radioactive material across Ukraine, Belarus and Russia, but families living in these areas are reminded daily of the tragedy when they look into their children's eyes. Andriy and Natallyia are examples of how radiation contamination still affects children growing up in those areas. They are two of 92 children selected to come to the United States for medical treatment and dental care in the Boston area last June.

Tarini, the engineering petty officer at Station Gloucester, Mass. said he watched his neighbors Lesley Zamansky and her husband, Gerry, act as a host family for Chernobyl-affected children for the past two years, and decided he wanted to participate this year.

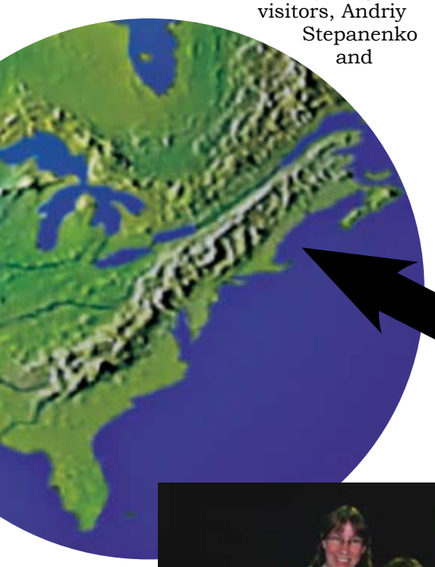



Photo courtesy the Tarini family

▲ **HOME AWAY FROM HOME** MKC Ted Tarini, Station Gloucester, Mass., and his wife Eileen, welcome their Ukranian visitors, Andriy Stepanenko, far right, and Natallyia Kolomievets, center. Also pictured are Cameron and Jennifer Tarini.

A non-profit organization, Chernobyl Children's Project, pays the estimated $2,400 per child cost to bring the children to the U.S. Host families like the Tarinis provide housing, meals, transportation, and the American "experience."

The difference between the American lifestyle and the lifestyles of these underprivileged children was apparent everyday, said Zamansky. They couldn't believe the cereal aisle at the grocery store.

"Helping gave me a sense of satisfaction."

— MKC Ted Tarini

It's like nothing they had ever seen before. And they love McDonald's. Most of them had never been to a McDonald's, so they wanted to eat there every chance they got, she added.

Tarini made arrangements for Station Gloucester personnel to give the children a tour of the station and a ride through Gloucester Harbor on their 41-foot utility boat or 47-foot motor lifeboat.

The children's faces lit up as they took the helm and maneuvered the boat through the water. This was a once-in-a-lifetime experience for them. None of them had ever seen the ocean before coming to America, said Tarini.

The trips to McDonald's, amusement parks, baseball games and Station Gloucester, among several other places, were important for the youngsters because it took their minds off of all the doctor appointments and potential for bad news, Zemansky said.

Natallyia learned that doctors would not be able to fix her completely-blind left eye. The optical nerve never fully developed, and there was nothing the doctors could do about it, said Tarini.

She came to America with high hopes that doctors here could fix her sight, and she left with the realization that there is nothing anyone can do or could have done to prevent the blindness, said Zamansky.

Andriy suffers from leg length discrepancy and was here to be fitted with a new orthotic (shoe lift). Both children also received a complete physical.

Tarini said he thinks that in order for his family to truly understand how lucky they are, it's important for them to be reminded of the hardships other families endure.

"There are people who actually live through those conditions, and they can't leave because that's where they live," he said. "They literally grow their food in radiation, and they have to eat it."

For a man whose job is primarily to help people in need, Tarini said it's difficult for him to know that Natallyia went back to Ukraine without a cure for her blind left eye, but he's glad that he and his family were able to give her four fun-filled weeks in the United States.

"Helping gave me a sense of satisfaction," he said.

Tarini has peeled all of the Russian labels off of the appliances in his home, but he said he thinks he will open his home and his heart to two more Chernobyl-affected children next summer.

NASCAR Angels juice up junker

▲ **HAPPY TRUCKER** MK3 Richard Manaseri, Station Channel Island in Oxnard, Calif., is all smiles about the restoration his 1966 Chevy underwent at the hands of the NASCAR Angels television show.

A half-hour, nationally syndicated program, NASCAR Angels, hit the road with a simple mission: to help people and to fix their broken cars.

Hosted by former NASCAR NEXTEL Cup Series Champion and current ABC/ESPN broadcaster Rusty Wallace and NASCAR.com reporter Shannon Wiseman, NASCAR Angels recently linked up with the Coast Guard in the form of MK3 Richard Manaseri, and took on the task of repairing his 1966 Chevy truck. Manaseri, stationed at Channel Island Station in Oxnard, Calif., has been in the Coast Guard for almost eight years, and admittedly "lives and breathes NASCAR."

Manaseri was nominated for the honor of getting his vehicle restored by his commanding officer, Lt. Marcus Gherardi. Gherardi felt Manaseri, with his strong work ethic (and old truck), was most deserving to have his 1966 Chevy truck revamped. The '66 Chevy has a rich heritage – it was the first vehicle Manaseri has ever owned, and he and his father purchased the truck together. It was not in the best of shape, but, according to him, "every dent has a story," which the NASCAR Angels production crew admitted makes for good TV.

During the extensive three-day-period while his truck was getting revamped, Manaseri was a guest of the California Speedway in Fontana, where he got the chance to go behind-the-scenes to meet his NASCAR heroes – including Team Coast Guard Racing driver Kevin Harvick – and get an up-close-and-personal glimpse into the NASCAR experience.

In the end, after the extensive makeover, Manaseri's truck was as good – actually much better — than new, thanks to NASCAR Angels.

Story and photo courtesy of NASCAR

CG crews braced for crustacean invasion

Story and photos by PA3 James Judge, 7th Dist.

Beautiful turquoise waters, plenty of sunshine, red and white dive flags and lots of "bugs." Every year thousands of boaters swarm to Florida to hunt these bugs. But it's not your typical bug. These bugs can grow to be two-feet long with thick, spiny antennae, and for many, they taste pretty good, too.

On the last Wednesday and Thursday of July, the waters of the Sunshine State are opened for the Spiny Lobster Sport Season.

More commonly known as Florida's Lobster Mini Season, it is a 48-hour opportunity for recreational boaters to catch spiny lobsters before commercial fishermen drop their traps in August.

For the Coast Guard, it means a high-tempo two days.

"It's a time when we expect to respond to a lot of search and rescue cases and conduct a lot of boardings to ensure everyone is following state and federal regulations, Lt. j.g. Joe Klinker, assistant chief of enforcement for Coast Guard Sector Miami, said.

The first call for assistance came just after 7 a.m. July 6 when the Coast Guard received a report of an injured diver. Upon arriving, the boat crew from Station Marathon, Fla., found a man who had possibly severed an artery in his left leg after a boat operator inadvertently backed over him. Crewmembers provided basic medical treatment and sped him to a nearby marina for transfer to awaiting emergency medical services.

That was just one of many search and rescue cases, Klinker said. Sector Miami alone received 11 reports of missing divers.

But search and rescue wasn't the only mission. Coast Guard members saw an increase in activity throughout South Florida conducting more than 400 boardings, with more than 39 citations.

Certainly, alcohol did play a role. "We have a major increase in boating under the influence during lobster mini season," Klinker said.

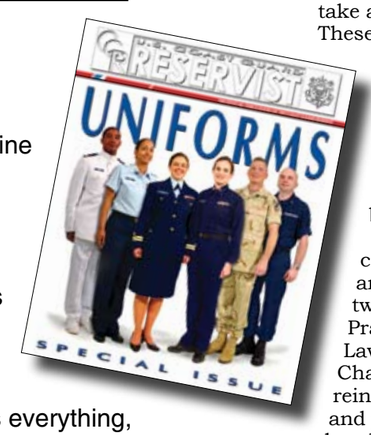
"Anytime we get a lot of boats out there, the amount of alcohol related incidents increase. It's like a party weekend. A lot of people treat it just like a holiday," Klinker said.

▲ **Measuring Up** BM3 Victor Rosario, Station Marathon, Fla., helps a Florida Fish and Wildlife Conservation officer measure the carapace of a spiny lobster, near Marathon, July 26. For two days, thousands of amateur "bug" hunters converge on Florida's warm waters to get their share of spiny lobster before the commercial season starts. The increase in recreational boats means a busy two days for Coast Guard search and rescue and law enforcement crews.

Coast Guard Combat Veterans Reunion Scheduled for April

The Coast Guard Combat Veterans Association will hold its 13th reunion and convention April 16 - 20, 2007, at the Sheraton Gateway Hotel in Burlingame, Calif. For more information or to register, contact E.P. Ed Burke at (301) 924-3727. For hotel information, call (650) 340-8500.

A Good Fit



Coast Guard *Reservist* magazine has published a special issue on uniforms. Featuring full-length photos of service members in uniform, the magazine covers everything, from the proper wear of the Winter Dress Blue to the order of precedence of Coast Guard medals. For more details, visit their Web site at www.uscg.mil/reserve/magazine.

Boarding Officer eLearning offers new path to qualification

Do you want to become a Boarding Officer but find it difficult to break away to attend the six-week Basic Boarding Officer Course? Perhaps a two-week course, in conjunction with eLearning lessons, would be more convenient. Providing personnel with a more convenient route toward BO qualification is the genesis for the new Boarding Officer Qualification Support Program.

The idea to convert many of the Basic Boarding Officer Course topics into eLearning lessons originated as a solution to reduce gaps in Reserve Boarding Officer readiness. The course is now open to both active duty and reserve servicemembers.

"It's just too difficult for Reservists to get six weeks off from their employers," said Lt. Cmdr. Paul Baker, a performance consultant with the performance technology team in the Reserve and Training Directorate.

The eLearning course consists of 99 self-paced lessons, which take about 50 hours to complete. These interactive modules cover traditional topics such as the Use of Force continuum and recreational boating safety requirements, as well as new authorizations such as law enforcement ashore and Port State Control boardings.

Students, who pass the comprehensive examination, are then eligible to attend the two-week Boarding Officer Practical Course at the Maritime Law Enforcement Academy in Charleston, S.C. The BOPC reinforces the eLearning material and provides students with hands-on practical training.

Furthermore, units are authorized to issue the OPSHL (Boarding Officer) competency code to graduates.

"This program provides me the flexibility of obtaining law enforcement training for my crew while minimizing their time away from home and the unit," said Lt. Cmdr. Charles Fosse, CGC Tampa executive officer, who has two crewmembers enrolled in the program.

Personnel can also complete the eLearning course, or just individual lessons, without having to enroll in the two-week resident course. The lessons are available to everyone on the Coast Guard Learning Management System at http://learning.uscg.mil.

Complete BOQSP information, can be found at MLEA's homepage: www.uscg.mil/hq/g-o/mlea/index.shtm.

By Lt. Cmdr. Tom Walsh, Reserve and Training Directorate

Photo by MK1 Wilbert Mitchell, Sector New Orleans

Mural dedicated to CG Katrina responders

On Aug. 28, almost exactly one year after the landfall of Hurricane Katrina, Secretary of Homeland Security Michael Chertoff, joined by scores of Coast Guard first responders, cut the ribbon on a 9-by-20 mural, painted in honor of the thousands of Coast Guard personnel who served in the Gulf Region in the days and months following Hurricanes Katrina and Rita.

Wrapping along three walls of the Sector New Orleans' lakefront base, the mural depicts images of Coast Guard men and women navigating small flood punts through debris-strewn waters, rappelling from helicopters into polluted flood waters and surveying a confusion of partially sunk fishing vessels.

"This wall is the first thing people see when they walk in the building," said BM2 Jessica Guidroz, who received the Meritorious Service Medal, one of the Coast Guard's highest honors, for her role in rescuing more than 2,000 people, "and hopefully it will remind them of the sacrifices made during Katrina."

The artist, Coast Guard Lt. Cmdr. Cheri Ben-Iesau, spent the storm and following weeks holed up in the New Orleans City Hall, acting as the Coast Guard's representative to the City. In addition to helping coordinate Coast Guard resources, in the hours after the storm she fielded 911 calls from desperate residents trapped in their homes and visited the Superdome – giving her a perspective shared by few.

"No one would ever wish for something like Katrina to happen," Ben-Iesau said. "But to be part of the Coast Guard's response, to be able to make a difference, was a great honor and an experience that I will cherish for the rest of my life."

By Ensign Geralyn Mobley, Sector New Orleans

LEGARE CREW LENDS A HAND Volunteers from the CGC Legare and Colombian National Police joined forces to completely repaint a school in the Puerto Rey neighborhood outside Cartagena, Colombia, Oct. 3. In a project sponsored by US AID, more than 40 volunteers stripped away old paint and applied a new coat to the entire school — inside and out. The Jardin Infantil de Puerto Rey sits at the end of a dusty dirt road just minutes outside the bustling Colombian city and tends to 52 children between the ages of two and six years old. One Coast Guard crewman remarked, "I love events like these because I get to do important work and see a part of the world that few other Americans get to see."

— Provided by Cmdr. Joe Hester, Coast Guard Attache, Defense Attache Office, Bogota, Colombia

D13 brings ICS expertise back to its beginnings

The Coast Guard's ongoing success with the Incident Command System has caught the attention of the U.S. Forest Service – the original creators of ICS.

For years, Coast Guard responders sought training and field experience from our wild land fire partners. As our responsibilities have grown and our missions have expanded, the use of ICS has become second nature to the vast majority of Coast Guard all-hazard response operations.

It is this "all-hazards" response capability that has garnered the attention of seasoned firefighters who now seek training and guidance from the Coast Guard. According to Forest Service officials, of all the response organizations that have embraced ICS, the Coast Guard has been the most successful.

Photo by Matt Bernard, 13th Dist. IMAT

▲ **FINAL CHECK** Smoke jumpers make last minute checks at Aerial Fire Base, Gila National Forest, New Mexico, minutes before being dropped into a reserve fire to establish fire lines. Members of the 13th District / PacArea Incident Management Assist Team were the first Coast Guard members ever to be asked by the U.S. Forest Service to join their Safety Assistance Team.

Recently, members of the District 13/PacArea Incident Management Assist Team were the first Coast Guard members ever to be asked by the Forest Service to join their Safety Assistance Team and help coordinate safety and response issues on numerous fires burning throughout Arizona and New Mexico.

A SAT is a multi-agency team tasked with assisting the regional fire management staff and local fire managers with dialogue to determine safety concerns and provide observations.

From June 25 through July 1, Cmdr. Darryl Verfaillie, the District 13/PacArea IMAT incident commander, and Matt Bernard, the IMAT safety officer, lent their expertise to crews battling five separate fires. The team, comprised of personnel from the Forest Service, South Dakota Fish & Wildlife, and U. S. Coast Guard, met with all facets of the firefighting community including smoke jumpers, helitak and hot-shot crews as well as incident commanders, in order to "feel the pulse" of multiple operations involving over 69,000 acres of fire and identify any potential trends resulting from the ongoing stress of complex incident management.

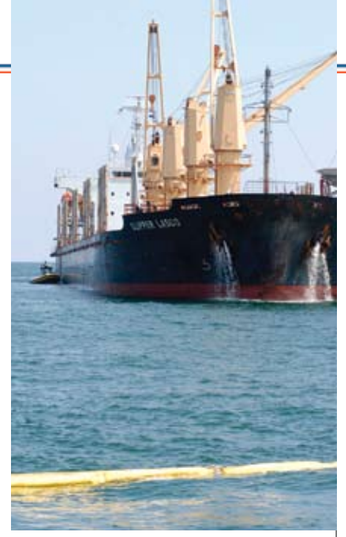
Despite operating at an elevation of over 6,000 feet and temperatures exceeding 100 degrees each day, the team accomplished its primary mission of interviewing crews and documenting trends while providing additional safety refresher training to over 100 newly arriving crewmembers.

"Once the initial 'shock & awe' of seeing the Coast Guard operating in the desert had waned, senior officials, as well as crews, were extremely receptive to providing input to the Coast Guard – perhaps more so than to their fire counterparts," Verfaillie said.

As a result of the SAT's visit, numerous recommendations were documented and forwarded to the Forest Service's Southwest Coordinating Group, two of which were provided by the Coast Guard, which carried recommended changes to the current ICS qualification process as well as recommended additions to the existing Fire Service leadership-training curriculum.

Continued cross-training among Federal and State agencies will only strengthen our readiness and ensure we are ready for the "next big thing" looming over the horizon.

— Provided by the 13th Dist. Response Branch



▲ **RUN AGROUND** The Clipper Lasco, a 645-foot Bahamian-flagged bulk cargo carrier, ran aground less than a mile off Fort Lauderdale Beach, Fla., Sept. 14. Coast Guard personnel responded immediately to assess the risk for environmental dangers, including the placement of 1,800 feet of oil-containment boom around the vessel. Salvage crews removed more than 2,000 tons of bauxite to help re-float the vessel. It was checked for damage and allowed to enter port some six days after it ran aground.

Ship with 30,000 tons of cargo slams into sensitive Florida coast

Story and photo by PA1 Dana Warr, 7th Dist.

Port Everglades has been able to keep pace with South Florida's construction demands and population growth by establishing itself as one of the premier bulk cargo seaports in Florida, importing and exporting more than three million tons of raw materials each year.

Hoping to contribute to that success, a 645-foot cargo ship carrying more than 30,000 tons of bauxite left Sete, France, and was scheduled to arrive in the Fort Lauderdale, Fla. port, Sept. 14. The ship arrived on time, but just short of its destination.

Instead of arriving at one of the berths to offload the aluminum ore used in making cement, the Clipper Lasco, a Bahamian-flagged vessel, ran aground less than one mile off Fort Lauderdale Beach.

Coast Guard marine inspectors and pollution investigators responded immediately to determine the potential for pollution, whether or not there was any threatening damage to the ship, and to what extent the sensitive coral reefs in the area were harmed.

Within 90 minutes, a detailed analysis of the situation was underway, a 500-yard safety zone was established and approximately 1,800 feet of oil-containment boom was placed.

"The inherent synergy gained in the sector command construct between response and prevention, enabled first responders to be on scene and make initial environmental assessments within 30 minutes of the grounding," Capt. Karl Schultz, Sector Miami's commanding officer and Captain of the Port, said.

Less than 24 hours after the grounding, the owner submitted a salvage plan. Three days and several modifications later, operations began to remove 2,000 metric tons of bauxite – enough to re-float the vessel. Six days after the Clipper Lasco grounded, it was floating freely.

"The response to the grounding of the Clipper Lasco may not have seemed expedient, but we followed a deliberate planning process to ensure that all aspects of the salvage operation, including any contingencies, were adequately addressed for the highest possible level of safety for response personnel, the environment and the vessel," Schultz said.

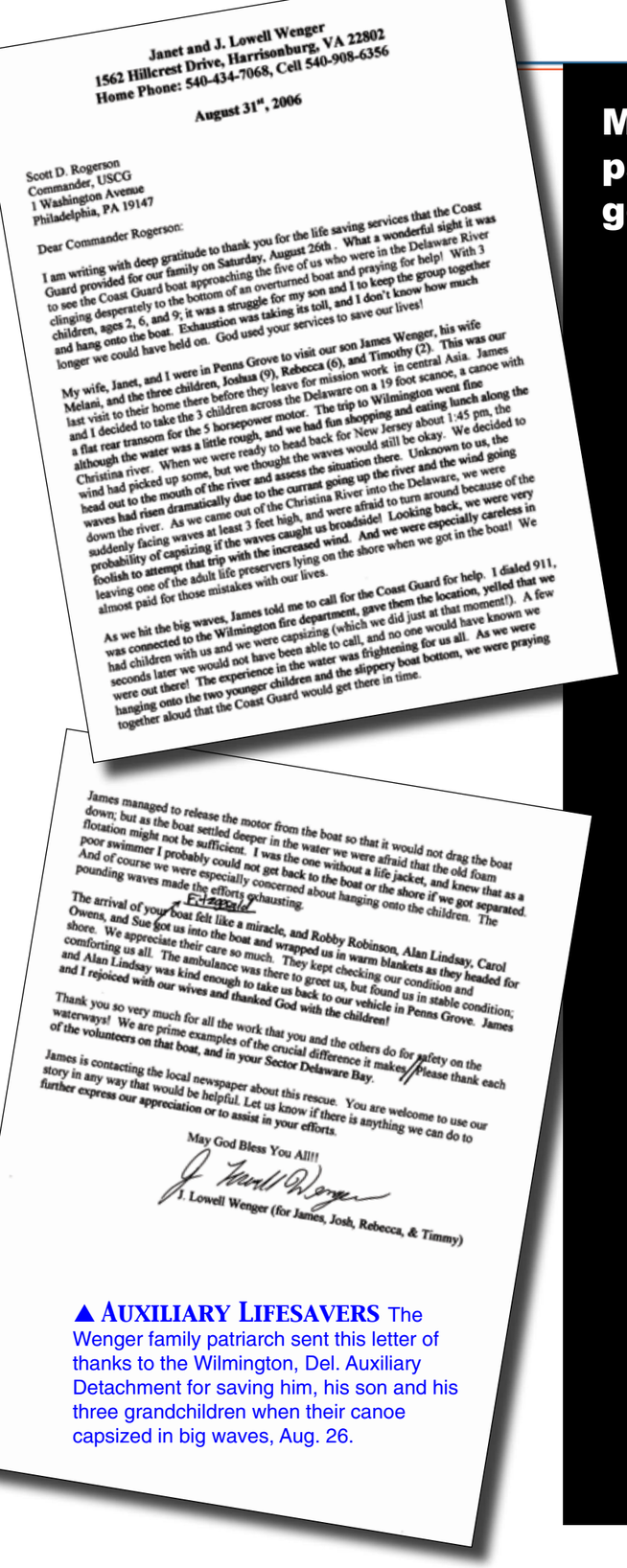
After the Clipper Lasco was re-floated, tugs towed it to an anchorage area where divers inspected the hull for possible damage. Nothing but a few scratches were found and the COTP approved it to finally enter port.

"This organization ensured that a well coordinated and timely decision making process was employed to ensure safety for the public and all responding personnel, security for the salvage operation and the most expedient re-floating of the vessel given some of the unique challenges posed by at-sea cargo lightering," Schultz said.

The Clipper Lasco now is marked as the 12th commercial vessel to run aground on the coral laden bottom off Fort Lauderdale Beach in 12 years.

UNDERWAY FOR A DAY Army Command Sgt. Maj. William Gainey, center, the senior enlisted advisor to the Chairman, Joint Chiefs of Staff, talks with Coast Guardsmen at Station Portsmouth, Va., Sept. 27. Gainey toured CGCs Northland and Beluga; the bouy tender Frank Drew; stations Portsmouth and Little Creek; and the Hampton Roads Joint Harbor Operations Center. He also presided over a Coast Guard re-enlistment ceremony, a practice rarely performed by enlisted members from different services, and talked to more than 100 Coast Guardsmen about the roles and missions the Coast Guard performs to help protect America.

Photo by PA3 Kip Wadlow, 5th Dist.



Janet and J. Lowell Wenger
1562 Hillcrest Drive, Harrisonburg, VA 22802
Home Phone: 540-434-7068, Cell 540-908-6356

August 31st, 2006

Scott D. Rogerson
Commander, USCG
1 Washington Avenue
Philadelphia, PA 19147

Dear Commander Rogerson:

I am writing with deep gratitude to thank you for the life saving services that the Coast Guard provided for our family on Saturday, August 26th. What a wonderful sight it was to see the Coast Guard boat approaching the five of us who were in the Delaware River clinging desperately to the bottom of an overturned boat and praying for help! With 3 children, ages 2, 6, and 9; it was a struggle for my son and I to keep the group together and hang onto the boat. Exhaustion was taking its toll, and I don't know how much longer we could have held on. God used your services to save our lives!

My wife, Janet, and I were in Penns Grove to visit our son James Wenger, his wife Melani, and the three children, Joshua (9), Rebecca (6), and Timothy (2). This was our last visit to their home there before they leave for mission work in central Asia. James and I decided to take the 3 children across the Delaware on a 19 foot scanoe, a canoe with a flat rear transom for the 5 horsepower motor. The trip to Wilmington went fine although the water was a little rough, and we had fun shopping and eating lunch along the Christina river. When we were ready to head back for New Jersey about 1:45 pm, the wind had picked up some, but we thought the waves would still be okay. We decided to head out to the mouth of the river and assess the situation there. Unknown to us, the waves had risen dramatically due to the currant going up the river and the wind going down the river. As we came out of the Christina River into the Delaware, we were suddenly facing waves at least 3 feet high, and were afraid to turn around because of the probability of capsizing if the waves caught us broadside! Looking back, we were very foolish to attempt that trip with the increased wind. And we were especially careless in leaving one of the adult life preservers lying on the shore when we got in the boat! We almost paid for those mistakes with our lives.

As we hit the big waves, James told me to call for the Coast Guard for help. I dialed 911, was connected to the Wilmington fire department, gave them the location, yelled that we had children with us and we were capsizing (which we did just at that moment!). A few seconds later we would not have been able to call, and no one would have known we were out there! The experience in the water was frightening for us all. As we were hanging onto the two younger children and the slippery boat bottom, we were praying together aloud that the Coast Guard would get there in time.

James managed to release the motor from the boat so that it would not drag the boat down; but as the boat settled deeper in the water we were afraid that the old foam flotation might not be sufficient. I was the one without a life jacket, and knew that as a poor swimmer I probably could not get back to the boat or the shore if we got separated. And of course we were especially concerned about hanging onto the children. The pounding waves made the efforts exhausting. Exhausted

The arrival of your boat felt like a miracle, and Robby Robinson, Alan Lindsay, Carol Owens, and Sue got us into the boat and wrapped us in warm blankets as they headed for shore. We appreciate their care so much. They kept checking our condition and comforting us all. The ambulance was there to greet us, but found us in stable condition; and Alan Lindsay was kind enough to take us back to our vehicle in Penns Grove. James and I rejoiced with our wives and thanked God with the children!

Thank you so very much for all the work that you and the others do for safety on the waterways! We are prime examples of the crucial difference it makes. Please thank each of the volunteers on that boat, and in your Sector Delaware Bay.

James is contacting the local newspaper about this rescue. You are welcome to use our story in any way that would be helpful. Let us know if there is anything we can do to further express our appreciation or to assist in your efforts.

May God Bless You All!!

J. Lowell Wenger (for James, Josh, Rebecca, & Timmy)

▲ **AUXILIARY LIFESAVERS** The Wenger family patriarch sent this letter of thanks to the Wilmington, Del. Auxiliary Detachment for saving him, his son and his three grandchildren when their canoe capsized in big waves, Aug. 26.

Metalworking stalwart passes on trade to new generation of blacksmiths

In existence since the Iron Age, blacksmithing was a cornerstone that helped build our modern world. It was needed for everything from wagons, to farming tools, to weapons, to the first compass containing north and south poles.

Martin Taylor, weld maintenance leader in the Engineering Department on Coast Guard Island in Alameda, Calif., has brought this ancient art to ISC Alameda's Industrial Metal Fabrication Shop. He has coupled the art with the shop's most modern piece of equipment, the Plasma CAM.

The Plasma CAM is used to cut metal into detailed shapes. A sketch is entered into the computer, and the computer relays the information to the Plasma CAM. The machine then cuts the specified shapes into a metal plate using a plasma arch cutting unit, which is hot enough to cut through one inch of steel.

The crew of the Metal Fabrication Shop increased both their blacksmithing techniques and machine skills by taking on small, ornamental jobs, including a pair of intricate steel signs and an outdoor stove for the Pacific Area Strike Team.

"These projects and the knowledge give younger people, who are new to the trade, the capabilities of knowing what they can do with these skills, and it instills confidence in the work they accomplish," Taylor said.

The shop also fabricated a 40-by-60 dry-dock cradle for 11th District's 87-foot patrol boats. The Plasma CAM was used to precisely cut usable parts from raw sheets of steel up to 5/8 inches thick, including reinforced openings and hundreds of large gussets to provide structural stability for the cradle. The forge was used to heat and form the large complex pieces used for the reinforced openings, which is similar to how blacksmiths of old formed the outer portion of wagon wheels.

The shop has completed many other important jobs for operational units, including salt water foundations and 50-ton air conditioner salt water strainers for 378-foot cutters, sections of foundations for the Global Positioning System (GPS) towers recently erected in Hawaii and San Diego, shipboard ventilation systems, and parts for 378-foot cutters' main gas turbine exhaust ducting.

"I am able to incorporate the artistic side of blacksmithing into my everyday work which helps me turn out a product that is much more aesthetically pleasing and professional," Reagan said. "Learning about this history and then holding a hammer in my hand, while pounding red hot metal, links me with a thousand years of craftsmen and their accomplishments. I feel pride in being part of such an important trade."

Story by PA3 Sabrina Rivera-Arrayan and MKC John Brummett, 13th Dist.

Readiness, People and Stewardship

Personnel Command honors responsibilities as the Coast Guard's personnel center

Made up of the Officer Personnel Management Division, Enlisted Personnel Management Division, Reserve Personnel Management Division and Administration Division, the Coast Guard Personnel Command resides in an office complex directly above the Ballston Common Mall in Arlington, Va. In August 2003, CGPC moved from Coast Guard Headquarters to Arlington due to the expansion of headquarters staff and missions.

CGPC is the administrative personnel center for the Coast Guard and is dedicated to outstanding customer service. From advancements to retirements and everything in between, the staff of CGPC operates under three basic principles: Readiness, People and Stewardship. Its vision is to ensure the readiness of the world's best Coast Guard through responsive personnel service that honors a commitment to its people, and reflects good stewardship of the public trust.

According to the CGPC mission statement, service members working at CGPC "build the Coast Guard's professional and leadership capabilities through the military assignment, advancement and career management process."

Arlington is a small, diverse city located directly across the Potomac River from Washington, D.C. It is convenient to many other major cities, such as Alexandria, Va., Annapolis, Md., and Baltimore. Bursting with culture, Arlington offers both the quiet comfort of a suburban lifestyle and the active atmosphere of an urban lifestyle.

Take a stroll down the city streets of Arlington and you will encounter people from all walks of life. On one corner you will find a sushi bar and around the block is a Mexican restaurant. City living is geared to convenience, so there are ample public transportation modes.

Various military bases are located in the surrounding metropolitan area, so commissaries and other military-based organizations are conveniently nearby.

Being active in the community, exploring the area or continuing an education are all highly encouraged at CGPC. There are a variety of recreational, social and cultural activities for both singles and families. Members can visit the Smithsonian museums in Washington, D.C., see a local sports game, ice skate at an outdoor rink during the winter, dine at one of hundreds of ethnically diverse restaurants or check out the local nightlife. Whatever a person's interests, they can be experienced while stationed at CGPC.

For more information and a wealth of personnel resources, visit the CGPC Web site at www.uscg.mil/hq/cgpc/home/newcgpchome.htm.

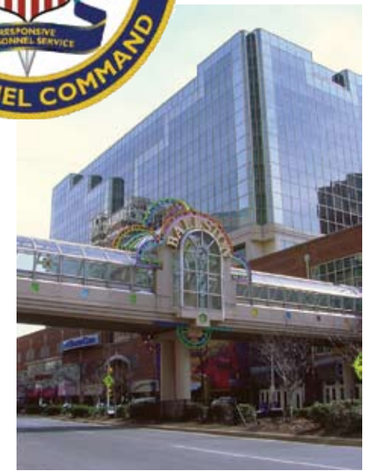
Story and photo by YN2 Shannon Curtin, Coast Guard Personnel Command

Housing: Some members choose to live in nearby Arlington, and some live as far away as southern Maryland. Rent in the immediate Arlington area starts at approximately $900 per month for a studio apartment. Many rental communities offer military members the "Military Set-Aside Program," which waives the first month's security deposit and discounts the price of rent and other rental fees. Many rental communities are pet-friendly. Home ownership is also an option, but prices range well above the national median level.

Education: There are several colleges in the area, including Marymount University, George Mason University, George Washington University, American University, and various accredited community colleges.

Facilities: CGPC has a sickbay in the building. A larger medical and dental facility is located only a short Metro ride away. A food court is located on the lower floor in the mall. A health and fitness club is also located in the mall, and membership is free to all Coast Guard employees.

Weather: The average temperature in January is 34 degrees, while the average temperature in July is 78 degrees. The length and severity of the seasons varies from year to year.



▲ **LOCATION, LOCATION, LOCATION** The Coast Guard Personnel Command is located in an office complex above Ballston Common Mall in Arlington, Va., across the Potomac River from Washington, D.C., and provides the personnel administration needs of the entire Coast Guard.

Retired chief awarded long overdue medal

Story by Scott Christiansen © 2006 Kodiak Daily Mirror

At a small ceremony in a conference room at the Kodiak Coast Guard Base on Nov. 2, an air medal for meritorious service was awarded to a Valdez man who helped save 10 lives during a harrowing and exhausting rescue mission 28 years ago.

Daryl L. Horning, 57, a Valdez resident who works for Alyeska Pipeline Service Company, was the flight engineer for a C-130 airplane crew instrumental in an overnight rescue on Oct. 26 and 27, 1978. Horning served in the Coast Guard from 1968 to 1988, retiring at the rank of chief petty officer.

Overcoming a language barrier, bad weather and darkness, Horning and his crewmates led a Russian fishing vessel 25 miles to 10 U.S. Navy airmen stuck adrift on two life rafts.

The Navy crew had ditched their airplane in stormy, near-freezing waters of the North Pacific after an engine fire.

"It's pretty amazing. There are 10 people living on the earth today because of what you did," Capt. Andrew Berghorn, Air Station Kodiak's current commander, said at the ceremony.

The airmen started their workday on a homecoming trip, returning to Kodiak from fisheries enforcement patrols. The crew had already worked more than eight hours when they got word of a Navy aircraft's mayday.

News articles from the time note that the Navy men were on a Cold War reconnaissance mission over the North Pacific. Their airplane, a P-3C Orion, was equipped to patrol for submarines, and was reportedly patrolling Soviet airspace when the engine trouble began. The Orion ditched some 290 miles west of Shemya Island, the westernmost island on the Aleutian Chain.

The P-3C had a crew of 15. Two men reportedly died on impact and three more succumbed to hypothermia while crews from the Navy, Air Force and the Coast Guard C-130 searched for survivors.

A Coast Guard timeline of the events shows that a rapid refueling at Adak allowed the C-130 to participate in the search. Horning's air medal citation notes that his fuel calculations allowed the plane to land at Adak hours later with about 2,000 pounds of fuel left — almost 24 hours after the crew began its initial trip to Kodiak.

"It was a memorable night, and a long one, that's for sure," Horning said.

One U.S. Air Force plane had turned away from Adak and advised the C-130 crew to do the same.

"The turbulence was pretty bad, but we didn't have much choice so we went for it. There were an awful lot of 'low fuel' lights on that instrument panel," Horning said. He also recalled refueling the C-130 after the mission in winds powerful enough that the airplane threatened to lift off the Adak runway.

The survivors were picked up by the Russians and delivered to a Soviet port. News accounts say it took almost two weeks of diplomatic efforts on the part of the U.S. to get them home.

After awarding Horning's medal, Berghorn took Horning and his girlfriend Penny Puhak to one of Kodiak's C-130s for a brief tour of the airplane, showing off some of the new navigation and communication gear the Coast Guard is using.

Berghorn's cell phone rang in the cockpit. It was for Horning, a congratulatory call from Lt. Bill Porter, who piloted the C-130 during the rescue.

The rest of the C-130 crew had been awarded medals at a ceremony in Elizabeth City, N.C., last week.

While in the cockpit of the C-130, Horning asked questions about the new aviation electronics, noted that the C-130's fuel gauges still look the same, and recounted some of that 23-hour workday in 1978. Horning was doing two jobs at once, he said, and each time he left the cockpit he would coach the crew's navigator on monitoring fuel and altitude with the pilots, while he left to try and drop survival gear to the life rafts and floating Navy crew.

"There were times when we didn't know if were going to be in the water with them. In these situations, you just don't know," he said.

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Coast Guard SUDOKU

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	S					A		D
			C	G				
O			G		T			U
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Fill in the blank spaces in the grid so that every vertical column, every horizontal row and every 3 x 3 box contains the letters C-O-A-S-T-G-U-R-D, without repeating any. The solved puzzle can be found in the online version of Coast Guard Magazine at www.uscg.mil/magazine.

Please note: If you would like to see the Coast Guard SUDOKU puzzle continued in future issue, please let us know by sending an email to cgmag@uscg.mil.

TEAMWORK

Alone we can do so little; together we can do so much. — Helen Keller

Prep, Prime, Paint!

A pair of deck crewmen apply a fresh coat of paint to the CGC Escanaba's hull at Integrated Support Command Boston, Aug. 8.

Photo by PA2 Luke Pinneo, 1st Dist.