

# Coast Guard

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## Nor'easter

Winter Working in New England



**NCR  
DEFENSE**



*Out of the history books*

# Alex Haley

## Exhibit Salutes Coast Guard's First Chief Journalist



Nearly 150 guests including friends, family and admirers attended the Broward County African-American Research Library and Cultural Center (AARLCC) in Plantation, Fla., when it opened its doors Jan. 5 to a new exhibit featuring the life's work of the Coast Guard's first chief journalist.

"The Voyages of Alex Haley" is an exhibit that chronicles the struggles and accomplishments of the Pulitzer Prize-winning author who began his incredible writing career as a mess attendant in the Coast Guard.

"We are taking time out to recognize one of our service's heroes," said Capt. Ekundayo Faux, commanding officer of the Integrated Support Command Miami, who presented a commemorative plaque to the exhibitors on behalf of the crew of the CGC Alex Haley.

"Very few minorities at that time got as far as he did and he serves as an inspiration for those that continue to serve in the Armed Forces today."

The Alex Haley collection contains personal letters, reflective photos, unpublished manuscripts and original articles published in such magazines as the *Saturday Evening Post* and *Playboy*.

Haley joined the Coast Guard in 1939 when the mess attendant and steward's rate were the only ratings open to minorities. With no official occupational training center, Haley learned his arduous job through veterans and on-the-job training. However, during long patrols, Haley began using his talent and earning extra money ghost writing expressive letters home for his shipmates.

After serving several years on different ships in the service and seeing action in the Pacific during WWII, Haley began writing about what combat was like for the privately owned Coast Guard Magazine. A number of his articles including "Mail Call," which

depicted how saddened service members were that family members did not write to them, were reprinted in numerous newspapers across the states.

Haley later became a reporter, assistant editor, and finally editor of the Coast Guard's publication, "The Helmsman." In June 1949, the Coast Guard officially recognized Haley's outstanding achievements, changed his rating, and promoted him to journalist, first class.

After retiring as a chief journalist in 1959, Haley went on to pursue a career as a full-time writer. His endless pursuit to learn about his African ancestors was later documented in his novel, "Roots: The Saga of an American Family."

"Roots" won Haley the Pulitzer Prize in 1976 and broke unprecedented racial barriers when it was televised on ABC as an eight part miniseries in 1977.

"Roots' was the first major piece that pulled things together and answered questions about our ancestry," said Derek Davis, head of programs and exhibits for AARLCC. "Roots' was not just someone glossing over a sad time. After seeing 'Roots,' it was the first time I started seeing the same faces on TV that I had been seeing in my community."

Alex Haley died in Seattle in 1992, but his life and accomplishments are still celebrated throughout the Coast Guard. In 1991, the service commissioned a 210-foot medium endurance cutter in his honor that is homeported in Kodiak, Alaska; created a scholarship fund that is awarded each year to eight students seeking a higher education; and created an award in his name that recognizes authors who continue to communicate the Coast Guard Story.

Story by PA2 Jennifer Johnson, 7th Dist.

Photos provided by the Coast Guard Historian, CG-09224

# Contents

**Coast Guard**



## Cover Story

### Nor'easter 24

STORY BY 1ST DIST. PUBLIC AFFAIRS STAFF

## Features

### Spectacular Success 10

By PA1 MIKE O'BERRY, CG MAGAZINE

### State of the Coast Guard 12

By ADM. THAD ALLEN, COMMANDANT

### Air Intercept 14

STORY BY PA1 JOHN EDWARDS, PADET ATLANTIC CITY

### Alexander Hamilton 20

STORY BY PA2 JUDY SILVERSTEIN, USCGR

### Ghost Station 30

STORY BY PA1 LARRY CHAMBERS, 5TH DIST.

### Coast Guard Lady 32

STORY AND PHOTOS BY PA1 NYXGLYNO CANGEMI, 8TH DIST.

## Departments

Up Front 2

All Coast 6

Log Book 36



**On The Cover** With an M-240-B machine gun at the ready, SN Darcy McGrail, of Station Boston, watches Boston Harbor during an LNG security escort Jan. 11. — Page 24

Photo by PA2 LUKE PINNEO, 1ST DIST.



**Homeland Security**

## VISUAL INSPECTION

CWO Scott Hogan and MST1 Loran Tong, with the Prevention Department's Inspections Division in Sector Detroit, conduct a damage survey in the enormous cargo hold of one of the Great Lakes' largest U.S. vessels, the M/V Edwin H. Gott. The Gott, at 1004-feet with a cargo capacity of 74,100 tons, is one of 13 giant ships sailing the Great Lakes that are commonly referred to as 1000-footers. The Gott is carrying Taconite (iron ore pellets).

Photo by MST1 Ezra Graham, Sector Detroit



**BIRD BATH** AMT2 Kate Wakefield and AMT1 Dmitry Tokarsky of Air Station Humboldt Bay, Calif., diligently put one of the station's HH-65s through the wash cycle to help keep the fleet looking its best Jan. 25.

Photo by PA1 Alan Haraf, USCGR





▼ **Jumping to Conclusions** Wiley and his handler MST1 David Ruhlig, from Maritime Safety and Security Team 91106, New York assist the U.S. Capitol Police with perimeter inspections for explosives on vehicles entering the zone where President Bush was to speak, Feb. 5. The President addressed the Democratic Issues Conference in Williamsburg, Va. MSST 91106 provided waterside security for the four-day event and was joined by the CGC Cochito and a 25-foot defender-class boat from Station Portsmouth, Va. during the Presidential visit.

Photo by Lt. Cmdr. Richard Condit, Sector Hampton Roads, Va.



▲ **Matriarch's Farewell** The CGC Storis, the "Queen of the Fleet," was decommissioned at a ceremony held at Coast Guard base Kodiak, Alaska Feb. 8. The crew of the Storis began their last patrol in Alaska waters October 2006. The Storis held the designation of the oldest Coast Guard cutter in the fleet. CGC Achusnet, Ketchikan, Alaska, was given the designation as the next "Queen of the Fleet" during the Storis' decommissioning ceremony.

Photo by PA2 Christopher McLaughlin, PADET Kodiak



## ◀ King of New Orleans

Vice Adm. Brian Peterman (right), commander Coast Guard Atlantic Area, and Rear Adm. Joel Whitehead, commander Eighth Coast Guard District, pose for a photograph with King and Queen Zulu aboard the CGC Harry Claiborne, during Lundi Gras festivities, in New Orleans Feb. 19. Lundi Gras (French for Fat Monday) began in New Orleans in 1874. The Coast Guard escorted the queen and king ashore as part of the Coast Guards annual participation in Mardi Gras festivities.

Photo by PA3 Thomas Atkeson, 8th Dist.

## Coast Guard

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Editor

**PA1 David Mosley**

**PA1 Mike O'Berry**

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Assistant Editors

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▲ **Island Welcome** Two Marine Safety and Security Teams and the CGC Kiska arrive at Barbers Point Harbor after escorting the motor vessel Tong Cheng from an anchorage South of Honolulu Harbor. A temporary patch was applied by U.S. Navy Dive Salvage Unit One Jan. 21, to a 56-inch crack in the hull of the Tong Cheng. The 485-foot Chinese-flagged cargo ship had requested and was approved authorization for an unscheduled entry into the port of Honolulu to effect repairs to the crack in its hull below the waterline.

Photo by PA3 Luke Clayton, 14th Dist.

► **Cannon Fire**

Crewmembers from the CGC Edisto fire the newly-installed 25-mm machine gun during an operational and structural test fire offshore of San Diego, Feb. 16. This test ensures the weapon is functioning properly and safely.

Photo by PA1 Anastasia Devlin, PADET San Diego



◀ **Dog School** Hawk entertains as his handler BM2 Sandor Csitar, from the Maritime Safety and Security Team 91105, San Francisco, K-9 unit talked to local elementary students about his job in the Coast Guard at Sector San Francisco Jan. 8.

Photo by PA3 Jonathan R. Cilley, 11th Dist.

► **Hot Spot** MK2 Adam Aguilar and MK3 Paul King maneuver a hose to douse a boat fire. DC1 Kevin Corderman (right) coaches the Coast Guardsmen as part of a man overboard/boat fire drill on the CGC Petrel in San Diego Harbor Feb. 2. The drill is part of the Special and Emergency Operations and Procedures training that all Coast Guard vessels less than 175-feet go through annually.

Photo by PA1 Anastasia Devlin, PADET San Diego



◀ **Hazardous Training**

Members of the Coast Guard's Atlantic Strike Team hold a safety briefing prior to beginning a training exercise at the Philadelphia Navy Yard Feb. 20. The Atlantic Strike Team consists of individuals who can rapidly deploy to assist Federal on-scene coordinators in preparing for and minimizing the impacts from oil discharges, hazardous materials release and incidents of weapons of mass destruction.

Photo by Cmdr. David Haynes, Atlantic Strike Team



# “SPECTACULAR SUCCESS”

Coast Guard eclipses maritime cocaine seizure record, nabbing more than 19 metric tons in bust off the Panamanian coast

**D**escribed by Capt. Charlie Diaz, commanding officer of the CGC Sherman, as a straightforward vessel boarding with “spectacular success,” the Coast Guard and the U.S. Drug Enforcement Administration announced the record maritime seizure of approximately 42,845 pounds of cocaine by the CGCs Sherman and Hamilton March 18.

As part of an international, interagency effort, a Coast Guard C-130 maritime patrol aircraft spotted the Panamanian flagged motor vessel Gatun approximately 20 miles southwest of Isla de Coiba, Panama, on March 17. Once the Coast Guard obtained permission from Panama to board the Gatun, a boarding team made up of members from both the Sherman and Hamilton conducted a search and discovered the cocaine hidden in two containers on the deck of the ship. The 14 Panamanian and Mexican crewmembers of the Gatun were arrested and transferred to U.S. and Panamanian authorities for prosecution.


“This record breaking seizure was the result of good actionable intelligence and the closest collaboration amongst our interagency partners through Operation Panama Express,” said Adm. Thad Allen, commandant

► **BOUNTY OF BAILS** Approximately 42,845 pounds of cocaine sits on the deck of the CGC Sherman March 20. The Sherman, a C-130 and the CGC Hamilton participated in an international, interagency operation to record the largest maritime cocaine seizure in history.

of the Coast Guard. “Beyond that, our hard working crews overcame significant challenges in maintaining a 40-year old deepwater cutter to prosecute this mission far from U.S. shores, ultimately preventing more than 20 tons of cocaine from reaching streets all across America in a single stroke.”

“This weekend Mexican drug traffickers were waiting the arrival of 19 metric tons of cocaine that is now in the hands of U.S. law enforcement instead of the hands of drug traffickers and abusers,” said DEA Administrator Karen Tandy.

The Coast Guard’s previous seizure record was 30,000 pounds in September 2004.

As of March 21, the Coast Guard has seized 167,645 pounds of cocaine in fiscal year 2007, which is more than the yearly totals of all but three of the last 15 fiscal years. 



**SHADOWING SHERMAN** The Alameda, Calif.-based CGC Sherman stays close to the Panamanian-flagged Gatun. Acting on information provided in collaboration with interagency partners through Operation Panama Express, a Coast Guard boarding team made up of crewmembers from both the Sherman and the CGC Hamilton, based in San Diego, boarded the Gatun and found more than 19 metric tons of cocaine hidden in two cargo containers on the deck of the ship.



# State of the Coast Guard

“We need to reorganize our command and control structure around one commander in the field responsible for mission execution and reorganize and realign our support systems around one commander in the field responsible for mission support.”

-Admiral Thad Allen, Commandant USCG

*The complex challenges and threats facing the United States require that the Coast Guard think and act anew.*

*During his State of the Coast Guard Address Feb. 13, the Commandant of the Coast Guard identified six strategic priorities that improve the nation's preparedness and advance U.S. maritime interests. These priorities draw on the Coast Guard's key strengths and outline how the Coast Guard will work to improve safety, security and stewardship in the maritime domain.*

**Strengthening regimes for the U.S. maritime domain:** The nation needs a set of coordinated and interlocking domestic and international regimes that increase transparency of activity, reduce risk and balance competing uses within the maritime domain.

**Achieving awareness in the maritime domain:** The nation needs a greater awareness and effective understanding of maritime activity.

**Enhancing unity of effort in maritime planning and operations:** The nation must better integrate its operational capabilities and efforts across government and with private sector partners.

**Integrating Coast Guard capabilities for national defense:** The nation needs both U.S. Navy and Coast Guard capabilities along its own coast, on the seas and deployed abroad in support of national security interests.

**Developing a national capacity for marine transportation system recovery:** The nation needs a coordinated, integrated approach to planning for and responding to major disruptions in the marine transportation system.

**Focusing international engagement on improving maritime governance:** The nation benefits from strong maritime relationships and capacities around the world because today's global maritime system ties U.S. interests and welfare to the effective maritime governance of all nations and the global commons.

**A complete transcription of the Commandant's State of the Coast Guard Address is available on CG Central and on the internet at [www.uscg.mil/comdt](http://www.uscg.mil/comdt). A PODCAST of the address is also available online at [www.military.com](http://www.military.com) to viewers outside of the Coast Guard Standard Network.**

“We have challenges before us, and we need to position the service for the future. The Coast Guard demonstrates operational excellence in everything we do, and our men and women are a source of personal inspiration and pride.”

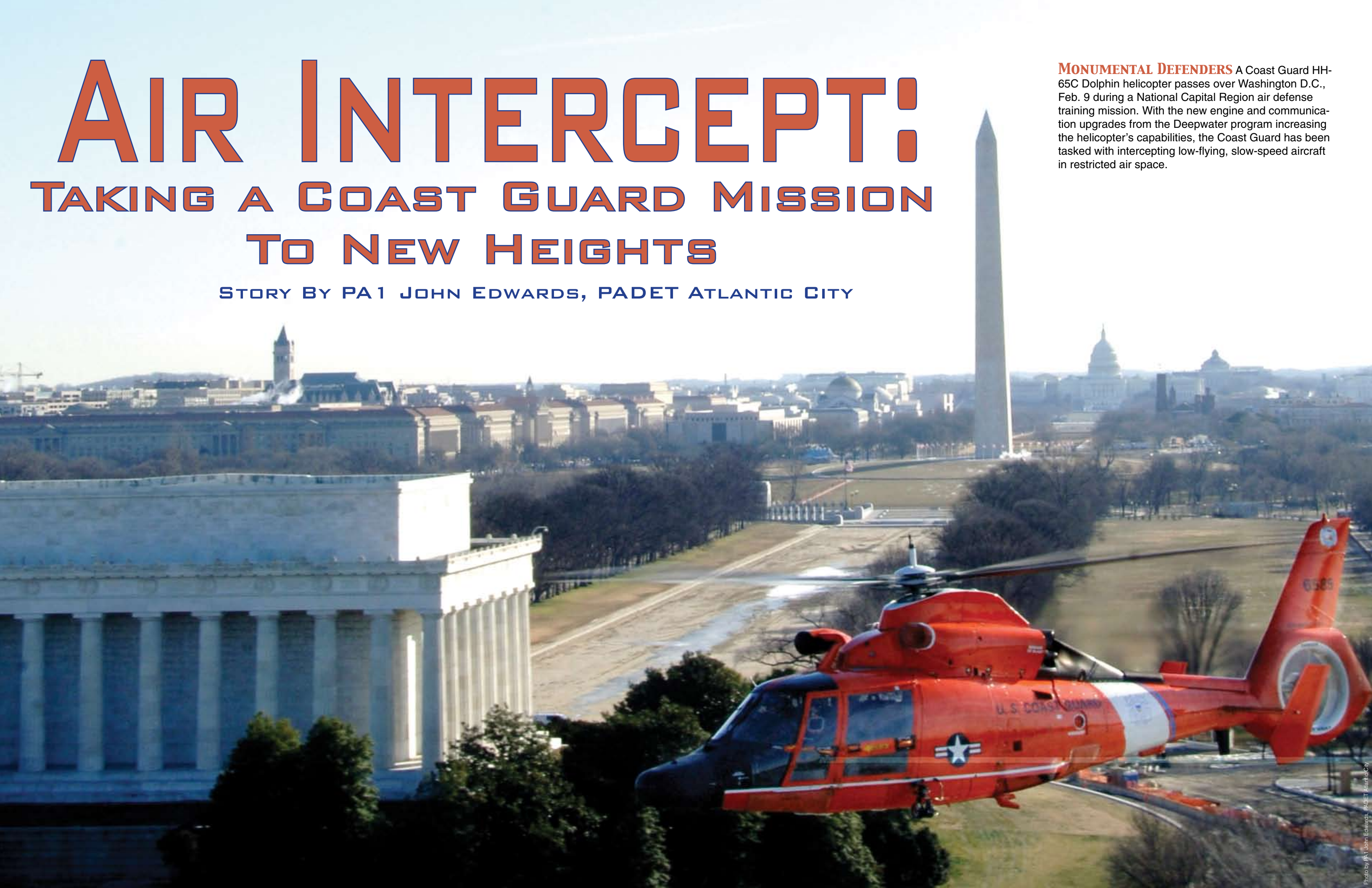
- Admiral Thad Allen, Commandant USCG



# AIR INTERCEPT: TAKING A COAST GUARD MISSION TO NEW HEIGHTS

STORY BY PA1 JOHN EDWARDS, PADET ATLANTIC CITY

**MONUMENTAL DEFENDERS** A Coast Guard HH-65C Dolphin helicopter passes over Washington D.C., Feb. 9 during a National Capital Region air defense training mission. With the new engine and communication upgrades from the Deepwater program increasing the helicopter's capabilities, the Coast Guard has been tasked with intercepting low-flying, slow-speed aircraft in restricted air space.



# A

helicopter, flying low and fast over the nation's capital, changes its direction with surgical precision. The crew aboard scans the

skies for their target. They are in pursuit of an aircraft that has entered the restricted airspace over Washington, D.C. Their mission: interception.

Although it may sound like a scene from a movie, it is in fact just another day on the job for crewmembers from Coast Guard Air Station Atlantic City, N.J., who have recently been tasked with conducting the Coast Guard's National Capital Region (NCR) air defense mission. The bright orange colored helicopters that are so common to coastal community residents and beach goers across the nation are now becoming a familiar sight in the skies over D.C.

In a small ceremony held on Sept. 25, 2006, the Coast Guard

officially assumed responsibility for the Rotary Wing Air Intercept (RWAI) mission from Customs and Border Protection.

"The Coast Guard's unique authorities and competencies as both a military service and a federal law enforcement agency enable us to assume permanent responsibility for executing the vital mission of protecting the National Capital Region airspace for the Department of Homeland Security in support of NORAD's multi-layered air defense mission," said Adm. Thad W. Allen, commandant, U.S. Coast Guard.

Part of that multi-layered air defense mission has the Coast Guard working directly under the direction of the North American Aerospace Defense Command (NORAD) and partnering with other federal, state and local agencies to protect critical infrastructure and personnel. "We work alongside countless Department of Defense and Department

of Homeland Security assets to provide safety and security to not only the federal government and entities within Washington, D.C., but its citizens as well," said Lt. Zach Mathews, pilot at Air Station Atlantic City. "This mission also protects the pilots of general aviation aircraft who may have inadvertently flown into the Air Defense Identification Zone (ADIZ) whether due to mechanical or electronic malfunction or by simple confusion," he said.

In order for the pilots and crew of the air station to accommodate this full time mission into their already busy schedules of search and rescue and law enforcement, the unit has been outfitted with four additional HH-65C Dolphin helicopters on top of its previous total of six and has increased its permanent party staff from 80 billets to 160. Although the increase is critical to mission success, the personnel at the air station face challenges resulting from an increased mission load.

"The strain from going from 80 to 160 people in the hangar requires that additional training flights must be scheduled in order to keep these folks current with their semi-annual minimums," said Mathews. Crews must perform a set number of flight maneuvers, approaches to the water, rescue hoists and swimmer deployments to maintain their flight ready status. The RWAI training is now a part of that mandatory semi-annual minimum.

RWAI training is held weekly at the air station with the help of the Coast Guard Auxiliary. Members of the Auxiliary help Coast Guard air and boat crews all across the country train every day for optimal mission readiness -- and this is no exception. Auxiliary pilots volunteer their time and their aircraft for these air intercept drills in order to help improve the pilots' response times and to give them a moving target on which to hone their flight interception techniques. The techniques used in interception



Photo by PA1 John Edwards, PADET Atlantic City

## ▼ HURRY UP AND WAIT

Cmdr. Robert Makowsky and Lt. Kevin D'Eustachio wait with AMT3 John Sickerott for the alarm to sound alerting them to their next "target" during a rotary wing air intercept drill at Air Station Atlantic City, New Jersey, on March 23, 2006.

▲ **TOO CLOSE FOR COMFORT** An illuminated sign flashes the word "Warning" through the window of a Coast Guard HH-65C Dolphin helicopter at Air Station Atlantic City, New Jersey on April 11, 2006.

are taught to the pilots by instructors from the Coast Guard Aviation Training Center (ATC) in Mobile, Ala.

For the last three years, ATC Mobile has conducted intercept training at its facility for Coast Guard pilots. Training consists of learning how to intercept targets-of-interest at night using night vision goggles and classes on intercept terminology and missions. Additionally, pilots must learn and practice techniques that place them extraordinarily close to other aircraft.

"The mission is so unique that we actually operate under a Federal Aviation Administration waiver because we get so close to the other aircraft," said Lt. Jeff Graham, RWAI instructor at ATC Mobile.

The focus of this intensive training is to get to the target as quickly as possible. "RWAI flights focus on how to get the aircraft off the ground, up to altitude and to the target as expeditiously as possible," said Graham. "It focuses specifically on launch procedures, vectors and how to execute the appropriate intercept maneuver depending on the target's position and speed," he said.

**"The Coast Guard's unique authorities and competencies as both a military service and a federal law enforcement agency enable us to assume permanent responsibility for executing the vital mission of protecting the National Capital Region airspace."**

Adm. Thad Allen,  
USCG Commandant.



Photo by PA1 Kim Smith, PADET Atlantic City



**“If they are going out of their way to not listen to us, they may have ill intent and it’s our job to determine that.”**

**Cmdr. Jacob Brown,  
NCR operations officer.**


The training provided by ATC Mobile has been utilized prior to the full time duty of the NCR air defense mission. Coast Guard pilots have participated in intercept-ready missions such as the 2006 Superbowl, the Republican and Democratic National Conventions, the G-8 Summit and in support of space shuttle launches.

“The primary objective of any interception is to determine intent,” said Cmdr. Jacob Brown, NCR operations officer. “If they will listen to us and are compliant, we can turn them away from the D.C. area and they would no longer be a threat. If they are going out of their way to not listen to us, they may have ill intent and it’s our job to determine that,” he said.

To determine the intent of the targeted aircraft, air crews use various methods of communication. “The primary means of communication is going to be the lighted sign board that gives specific directions to the pilots of the aircraft,” Brown said. “We will try and raise them on the radio at 121.5 MHZ and we also use International Civil Aviation Organization signals like rocking

► **A CAPITAL VIEW** A Coast Guard HH-65C Dolphin helicopter passes over Washington, D.C., with the Capital Building in the background, Feb. 9. The Coast Guard operates under the direction of NORAD while protecting the restricted area over Washington, D.C.’s National Capital Region.

the wings or flashing our navigation lights,” he said. “Using these communication tools is going to be a big part of determining if they are compliant.”

With the Coast Guard’s intensive training and core mission to protect the citizens of the United States, the NCR air defense mission is a natural fit. As the face of the world changes, so too must the Coast Guard change in order to meet today’s challenges. Known mostly as guardians of the sea, the public recognizes the images of the bright orange helicopters saving the lives of helpless mariners, but now as the citizens of D.C. look to the sky, they will see those same guardians taking their mission to new heights. 

◀ **OFF AND RUNNING** Lt. Cmdr. Andrew Dutton and Lt. John Nims sprint to the HH-65C Dolphin helicopter waiting on the tarmac during an air intercept drill at Air Station Atlantic City, New Jersey, March 30, 2006.



Photo by PA1 John Edwards, PADET Atlantic City

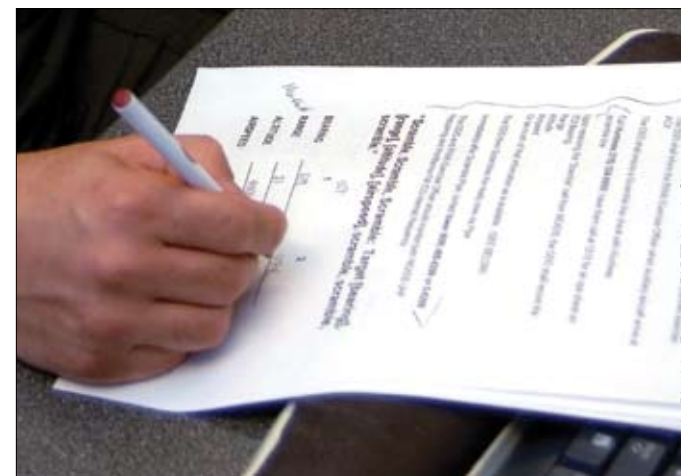


Photo by PA1 John Edwards, PADET Atlantic City



Photo by PA1 John Edwards, PADET Atlantic City

▲ **FILL IN THE BLANKS** The air station On-Duty-Officer takes down the target information during a phone call from the Eastern Air Defense before relaying it to the awaiting air crew over a loud speaker in Atlantic City, New Jersey, March 23, 2006.

► **WALK THE LINE** MK2 Adam Prater, stationed with MSST 91108 in King’s Bay, Ga., walks to the hanger following a launch drill for the National Capital Region air defense mission in Washington, D.C., Feb. 9.



Photo by PA1 Kim Smith, PADET Atlantic City



# A 250-Year Legacy

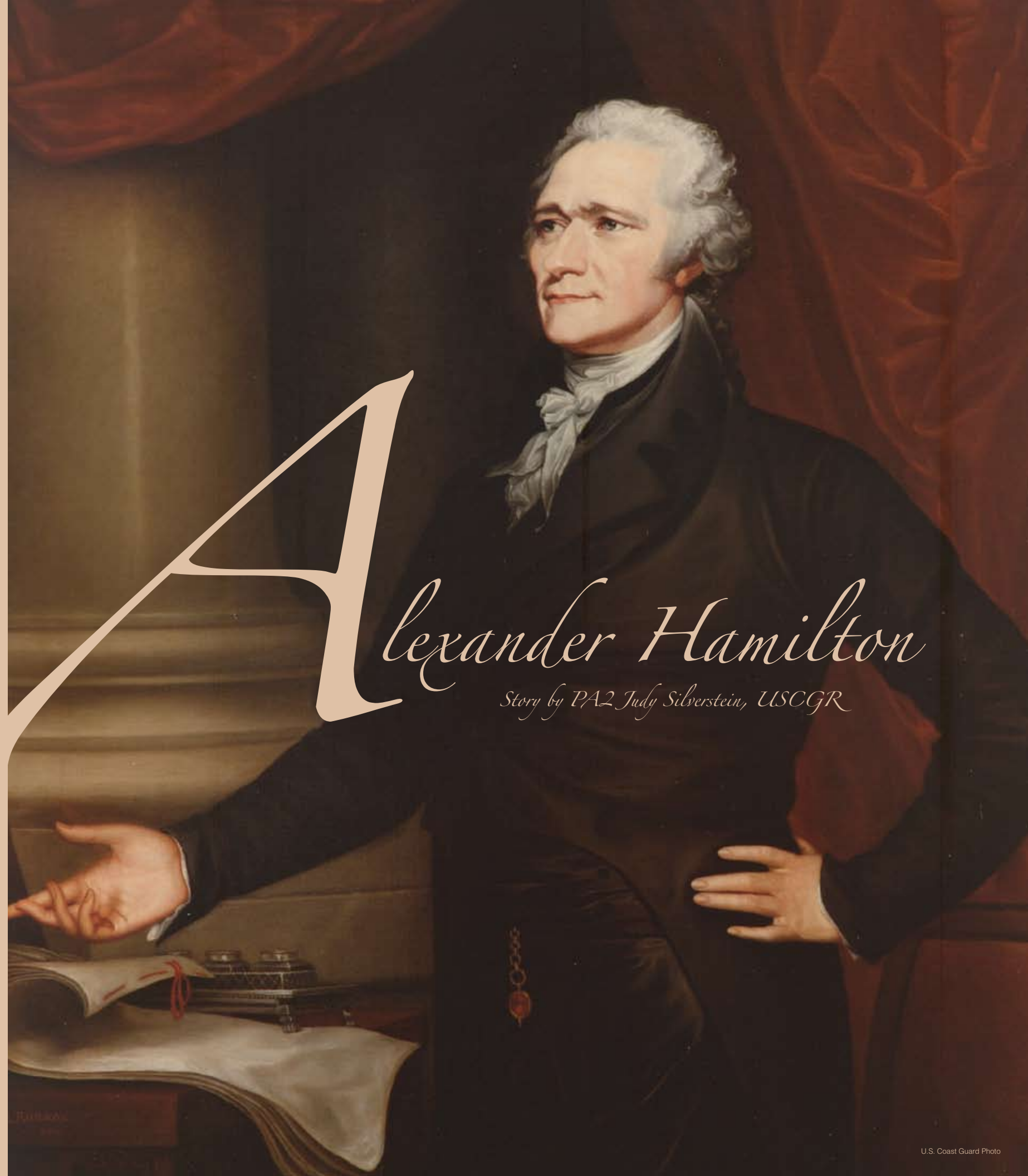
“A few armed vessels, judiciously stationed at the entrances to our ports, might at a small expense be made useful sentinels of our laws.”

— Alexander Hamilton, 1787  
*Federalist Paper Number 12*

The father of the Revenue Cutter Service — precursor to the modern day Coast Guard — remains a brilliant, influential and controversial figure some 250 years after his birth. Even the year of his birth is under dispute (some say 1755, others 1757), and controversy has always swirled around Hamilton. Though killed in perhaps the most famous duel in America, his profound influence on United States’ governance and philosophy — and the Coast Guard of today — is both impressive and indisputable.

As a changing global landscape dictates the need for flexibility for the fifth armed service, some of Hamilton’s writings seem even more appropriate to mission execution. “Extraordinary emergencies require extraordinary expedients,” he wrote, as if foreshadowing the Coast Guard’s role in migrant operations, drug interdiction, search and rescue and port security challenges. However, there is little doubt the Revenue Cutter Service — with its eye toward collecting and safeguarding tariffs and combating piracy in our ports, remains a strong legacy for Coast Guardsmen.

► **FOUNDING FATHER** This oil painting of Alexander Hamilton by C.L. Ransom hangs in the office of the Secretary of the Treasury. As the first Treasury Secretary, Hamilton established the Revenue Cutter Service and is considered the father of the Coast Guard.



Alexander Hamilton

*Story by PA2 Judy Silverstein, USCGR*

- 1757 Alexander Hamilton is born on the British Island of Nevis.
- 1773 Hamilton is sent to the 13 Colonies and enrolls at King's College (now Columbia University). He takes up the Patriots' cause, writing his first political article in 1774 (he signed himself "A Friend to America")
- 1776 Hamilton is appointed captain of the Provincial Artillery and fights in the battles of Long Island, White Plains and Trenton.
- 1777 Hamilton is appointed a lieutenant colonel on George Washington's staff.
- 1780 Hamilton witnesses the exposure of Benedict Arnold's plot. He marries Elizabeth Schuyler.
- 1782 Hamilton is elected to the Continental Congress.
- 1784 Hamilton helps found New York's first bank and argues *Rutgers vs. Waddington*, a landmark case concerning the rights of former Loyalists and the formulation of judicial review.
- 1787 Hamilton attends the Constitutional Convention and begins writing the Federalist papers, in collaboration with James Madison and John Jay.
- 1789 Hamilton is appointed the nation's first Secretary of the Treasury. He establishes one of the world's first modern financial systems.
- 1796 Hamilton helps draft George Washington's Farewell Address.
- 1798 Hamilton is appointed a major general in the U.S. Army.
- 1804 Hamilton fights a duel with Aaron Burr, and is killed.

Hamilton's formidable influence extended from political philosophy to banking and policy. His writings largely shaped thinking in his era and also within the America we live in today.

"Hamilton felt that part of his mission was not only to do, but to speak and to write and to explain," said Ron Chernow, a Hamilton biographer. Hamilton himself was a prolific writer, churning out some 22,000 pages, now housed in the Columbia University Press collection.

He was an illegitimate child born on Nevis in the West Indies and orphaned early in his life. Working as a clerk for an export-import company, he familiarized himself with the inner workings of commerce and ports, in a move that was to have a profound influence on his later work on revenue collection and America's debt management. When a hurricane barreled through the Caribbean in August 1772, Hamilton's graphic account published in the local newspaper earned him both attention and accolades. His stirring essay prompted those from higher status to successfully establish a college fund for the budding writer to attend King's College (now Columbia University). Through perseverance, focused study and hard work, Hamilton started as an unknown and rose to become the first Secretary of the Treasury, in 1789.

Chernow states Hamilton spent his early years inventing himself, and his assessment seems on target. Hamilton used his life's experience and education to help create the philosophy, ideals and governance for our fledgling nation. At a time when America was struggling with staggering debt, Hamilton sought to impose order and clarity.

Though often criticized for his British-influenced tendencies toward a monarchy, Hamilton sought to impose vigorous economic principles. Playing a critical role in the Continental Congress, Hamilton wielded considerable influence in both the Federalist Party and George Washington's cabinet. He worked feverishly to attack the national debt, taxing whiskey and creating a central bank. Hamilton also argued the rights of citizens and that states must be balanced with the rights of an energetic national government to tax, make war and regulate civic and commercial life. Hamilton worked hard to understand nearly every facet of governance, finance and philosophy as the new nation developed a body of principles and laws, much of which, he influenced. A proponent of modernization, Hamilton authored the *Report on Manufactures* in an era when farming was commonplace and technology was eyed with suspicion, arguing somewhat prophetically both industry and technology would be essential to the economic health of America. He also wrote the bulk of President George Washington's 1796 farewell address, setting forth key principles of foreign policy. It further helped frame the departure of the first president — and America's most famous war hero — from public life. A brilliant attorney, Hamilton's writings are steeped in the foundations of constitutional law.

"It's been said that Hamilton was the greatest American never to be elected President," said Adm. Thad W. Allen, Commandant of the United States Coast Guard. "The ideals and principles he put forward to protect the nation and serve its citizens are as relevant today as they were then," said Allen.

Along with John Jay and James Madison, Hamilton wrote "The Federalist Papers," initially intended as a series of newspaper pieces written to defend the newly minted Constitution of the United States. However, the writings quickly became accepted as government doctrine. In

"Federalist Paper No. 1," Hamilton wrote:

"... it seems to have been reserved to the people of this country, by their conduct and example, to decide this important question: whether societies of men are really capable or not of establishing good government from reflection and choice, or whether they are forever destined to depend for their political constitutions on accident and force."

"The Federalist Papers" have been cited more than 300 times in Supreme Court opinions.


While often considered an elitist, Hamilton's roots may have actually made him more empathetic toward those from more humble beginnings. "There are strong minds in every walk of life that will rise superior to the disadvantages of situation and will command the tribute due to their merit, not only from the classes to which they particularly belong, but from the society in general. The door ought to be equally open to all," wrote Hamilton.

His profound influence on George Washington is matched by his work on American policy. It ranges from agriculture to moral doctrine, the nation's credit policy to capitalist philosophy and includes tariff collection. Creating "a few armed vessels, judiciously stationed at the entrances to our ports," he also established our strong legacy of guarding the coast and protecting the homeland.

In his Letter of Instructions to the Commanding Officers of the Revenue Cutters, Treasury Department, June 4, 1791, Hamilton set forth the principles of decisive leadership and professional behavior for those standing the watch. "I recommend in the strongest terms to the respective officers, activity, vigilance and firmness, I feel no less solicitude, that their deportment may be marked with prudence, moderation and good temper." It almost seems as if Hamilton sought to leave his imprint and well-developed thoughts on nearly every facet of American policy at home and abroad.

"As the father of the Coast Guard, I continue to look to Hamilton as I navigate the Coast Guard through the many challenges we face each and every day in keeping America safe and secure," said Allen.

Indeed, Hamilton's legacy remains vibrant. "A tolerable expertness in military movements is a business that requires time and practice," he wrote. "It is not a day, or even a week, that will suffice for the attainment of it."

That's sage advice for a military, maritime multi-mission service. 

For more information on Alexander Hamilton, see Ron Chernow's "Alexander Hamilton" (The Penguin Press, 2004) or visit [www.alexanderhamiltonexhibition.org](http://www.alexanderhamiltonexhibition.org).

"Those who stand for nothing fall for anything."

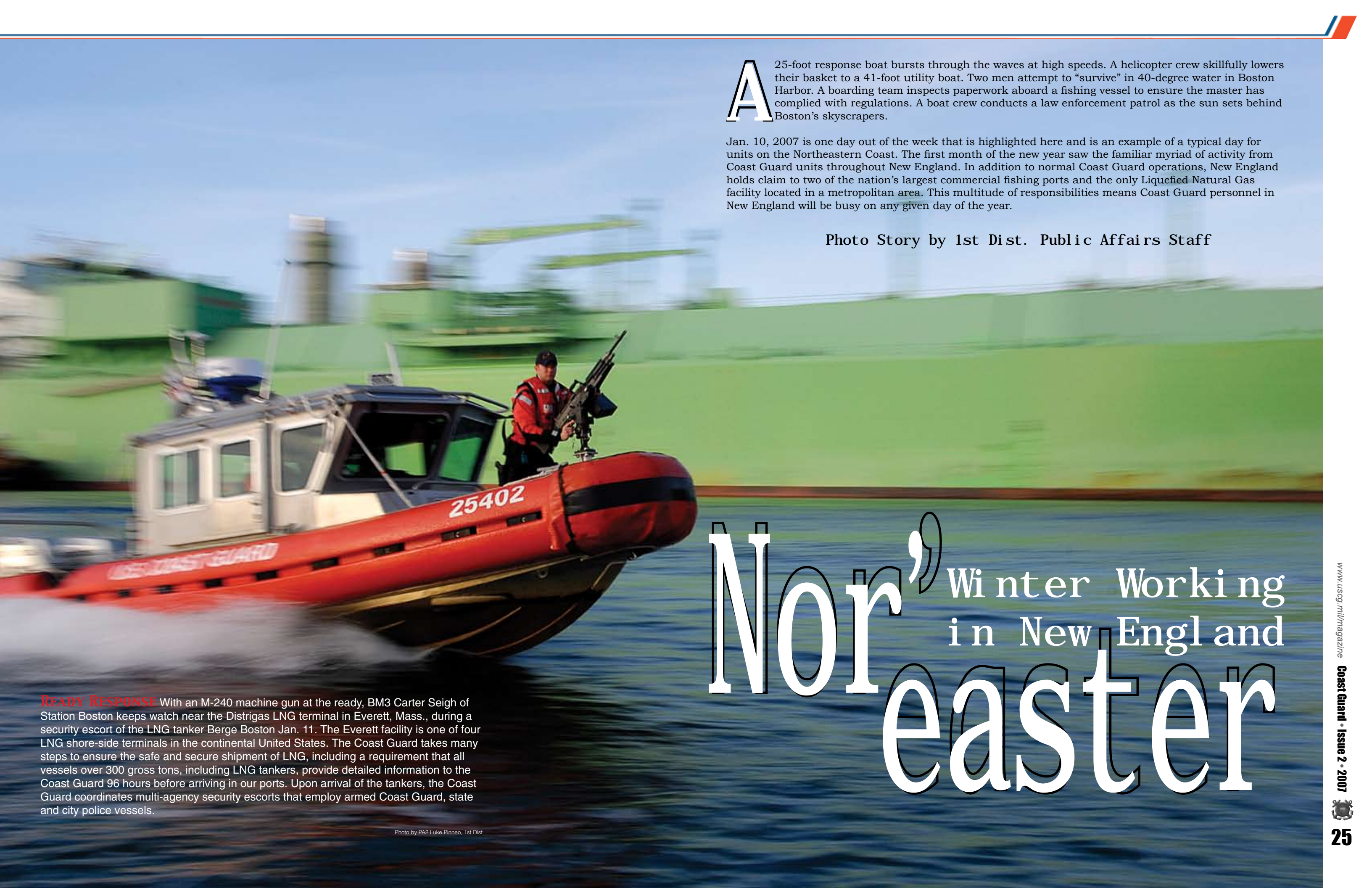
— Alexander Hamilton



Watercolor painting by D.W.C. Falls, courtesy National Archives and Records Administration

### ▲ REVOLUTIONARY FIGURE

Alexander Hamilton served as a captain in the New York Provincial Artillery during the Revolutionary War, eventually rising to serve as an aide to Gen. George Washington.



**A** 25-foot response boat bursts through the waves at high speeds. A helicopter crew skillfully lowers their basket to a 41-foot utility boat. Two men attempt to “survive” in 40-degree water in Boston Harbor. A boarding team inspects paperwork aboard a fishing vessel to ensure the master has complied with regulations. A boat crew conducts a law enforcement patrol as the sun sets behind Boston’s skyscrapers.

Jan. 10, 2007 is one day out of the week that is highlighted here and is an example of a typical day for units on the Northeastern Coast. The first month of the new year saw the familiar myriad of activity from Coast Guard units throughout New England. In addition to normal Coast Guard operations, New England holds claim to two of the nation’s largest commercial fishing ports and the only Liquefied Natural Gas facility located in a metropolitan area. This multitude of responsibilities means Coast Guard personnel in New England will be busy on any given day of the year.

Photo Story by 1st Dist. Public Affairs Staff

# Nor'easter

Winter Working  
in New England

**READY RESPONSE** With an M-240 machine gun at the ready, BM3 Carter Seigh of Station Boston keeps watch near the Distrigas LNG terminal in Everett, Mass., during a security escort of the LNG tanker Berge Boston Jan. 11. The Everett facility is one of four LNG shore-side terminals in the continental United States. The Coast Guard takes many steps to ensure the safe and secure shipment of LNG, including a requirement that all vessels over 300 gross tons, including LNG tankers, provide detailed information to the Coast Guard 96 hours before arriving in our ports. Upon arrival of the tankers, the Coast Guard coordinates multi-agency security escorts that employ armed Coast Guard, state and city police vessels.

Photo by PA2 Luke Pinneo, 1st Dist.



► **THIS IS A DRILL** SN Juan Reyes uses a drill to open the battery compartment of a buoy to inspect and replace the batteries Jan. 11. Reyes, the leading seaman, has served aboard the Juniper since November 2004 and is qualified as a buoy rigger and crane operator. A civilian boater reported the buoy was not illuminated so the Juniper heaved the buoy aboard where it was inspected and serviced by the deck crew.



Photo by PA3 Etta Smith, 1st Dist.

▼ **SUPER DUTY** To ensure safety of the maritime community, BM2 Adam Murray looks out to inspect wave conditions at the Merrimack River entrance Jan. 8. The Merrimack River is a unique and dangerous waterway in that the shallow, narrow river entrance quickly can become a hazardous transit throughout the year with substantial surf and breaking wave conditions that have taken many lives throughout the years. The crew of Station Merrimack River spends hours each year training in the surf conditions.

Photo by PA2 Luke Pinneo, 1st Dist.



▲ **EYES IN THE BOAT** While training in breaking seas at the mouth of the Merrimack River, BMC Brent Zado carefully watches the stern of the 47-foot motor lifeboat he is commanding Jan. 8. Zado, an experienced Surfman, took command as the officer in charge of Station Merrimack River this summer. Coast Guard Surfmen are the service's most highly trained boat handlers. These talented men and women are part of a long tradition of lifesavers, dating back almost 200 years, responsible for some of the service's greatest rescues.

Photo by PA2 Luke Pinneo, 1st Dist.

◀ **LINE OF HOPE** SN Steven Hatch, Coast Guard Station Southwest Harbor, Maine, throws a heaving line to a Coast Guard 25-foot response boat Jan. 10. The two vessels were conducting towing training in Southwest Harbor. The training was conducted as part of the crews' ongoing strive to stay proficient in their duties no matter the weather or time of day.

Photo by PA3 Lauren Downs, 1st Dist.





◀ **OVERBOARD OSCAR** SN Rachel Collier, assigned to Station Castle Hill, Newport, R.I., scans the water during a man overboard drill as she shouts out the coordinates of the rescue dummy to the coxswain Jan. 9. 'Oscar,' the rescue dummy, is chucked into the water by the drill coordinator, and the crew then springs into action and pulls the dummy aboard the boat within three minutes in order to pass the drill.

Photo by PA3 Etta Smith, 1st Dist.

▼ **MAKING A SPLASH** A 25-foot response boat from Coast Guard Station Southwest Harbor, Maine, conducts maneuverability training in Southwest Harbor Jan. 10.

Photo by PA3 Lauren Downs, 1st Dist.

▲ **COLD PLAY** An exhilarating dip in the 45-degree water of Boston Harbor provides MK3 Dan Brooks, left, and GM3 Michael Mulrooney, Maritime safety and security team 91110, Boston, opportunities for cold-water survival training Jan. 10. The length of time a person can stay alive in cold water depends on the temperature of the water, the physical condition of the survivor and the action taken by the survivor.

Photo by PA2 Luke Pinneo, 1st Dist.



▲ **WATER WATCHER** Prior to a training exercise with Station Provincetown, R.I., AET2 Ed Leibold surveys the water while awaiting the arrival of a 41-foot utility boat Jan. 10. The exercise consists of rescue basket and rescue swimmer hoists from an HH-60 Jayhawk helicopter, out of Air Station Cape Cod, Mass., to a utility boat.

Photo by PA3 Etta Smith, 1st Dist.

# A GHOST STATION'S KEEPER

## AUXILIARIST KEEPS HISTORY ALIVE

STORY BY PAI LARRY CHAMBERS, 5TH DIST.



Photo by PAI Larry Chambers

**T**he town of Rodanthe sits precariously on the sand mound known as Hatteras, deep in the Outer Banks of North Carolina. To the west is the quiet and remote Pamlico Sound; to the east the Atlantic Ocean surges and crashes. The feverish, seething storms that thrive here have taken the lives of countless sailors, and given rise to as many legends. This is the Graveyard of the Atlantic.

Hidden among such modern beach frivolities as a water park and an ice cream shop, stand a small group of buildings that have seen well more than a hundred years of those storms. The U.S. Life Saving Service Chicamacomico Station holds its ground on seven acres and comprises eight buildings. The oldest building on the site, the 1874 station, was the first life saving station to be built and manned in North Carolina.

The wind-battered "modern" station building was erected in the early 20th century and saw Coast Guard service from 1915 to 1954. The oak steps here are worn with deep grooves, marking a half century of boots pounding to the boathouse and the call to rescue.

The echoes of those who served here resonate with Coast Guard Auxiliary James Charlet. He knows every inch of the grounds, from the 1911 cook house, where a table lays set for morning chow, to the intricate wood-carvings that decorate the 1874 station building.

Charlet has been Chicamacomico's site manager for two years, employed by the private non-profit Chicamacomico Historical Association. His wife, Linda, serves as the operations manager. Charlet says it's not uncommon for them to work 14-hour

◀ **OLD MAN AND THE SEA** Coast Guard Auxiliary James Charlet surveys the beach outside the 1874 Chicamacomico Life Saving Station. It is one of only two such stations still standing.

▶ **HOT WHEELS** A Chicamacomico Station crew stand in a lifeboat in 1914. Crews from this station took part in some of the most harrowing rescues in Coast Guard history.

days. "That's if you include the discussions about this place at breakfast, dinner and all evening," Charlet says. "Sometimes Linda has to ask me to talk about something else," he says with a smile.

While his employment here is relatively recent, Charlet's experience with the site goes back much further. He has been drawn here since he first stumbled across it more than 20 years ago, on vacation from his job as a history teacher in Durham, N.C.

He was first attracted to the details of the station's architecture, but as he researched the site, he was moved by the gallantry of the surfmen that worked here on the edge of one of the most dangerous seas in the world. The nearest station, the equally isolated Pea Island Station, was six miles away.

In 1987, Charlet returned to the Outer Banks, this time to interview for a principal position at a local school. With a wistful look in his eyes he recalls standing outside the gate, looking in at the ill-kept grounds. "Something just said 'Respect this place,'" he says. "There was an ambience, a mystery here."

He was hooked.

He began reading more about the U.S. Life Saving Service, and in the process gained a fascination with the exploits of that legacy service's current torch-bearer -- the U.S. Coast Guard. His dark eyes shine and an infectious grin spreads under his thick gray beard as he recounts the Aug. 16, 1918 rescue of the crew of the *Mirlo*, a British tanker torpedoed by the Germans at the peak of the first World War.

The Chicamacomico crew, all but one named Midgett, rescued 42 British sailors at great risk to themselves among burning wreckage and oil. Members of the Coast Guard crew were each awarded Gold Life-Saving Medals, and would later receive gold medals for gallantry from Great Britain. The Coast Guard history Web site quotes the citation for the awards:

"In a heavy northeast sea that caused the lifeboat to be...tossed back upon the beach and the crew washed away from the oars time after time. Undaunted they returned to their task. After succeeding in getting their boat through the surf they were compelled to steer into a blazing inferno where the flames leaped at least 500 feet high and were in serious danger of being burned to death if not drowned. They picked up a number of the crew of the *Mirlo* and towed four of the ship's boats ..."

"It was the highest decorated rescue in U.S. history," says Charlet. "It happened here."

After moving to the Outer Banks in the 1990s, Charlet took a part-time job as a site interpreter with the National Park Service, which then operated the site. He participated in a beach apparatus drill re-enactment team during that time, with a National Park Service volunteer crew using a breeches buoy and black-powder Lyle gun to reenact ship rescues on the shore. The drills, though, were suspended in 2001.



Photo courtesy Chicamacomico Historical Association

In 2006, BM1 Erik Watson, executive petty officer of Station Hatteras Inlet and a surfer, called Charlet to volunteer at the site. "I didn't care if they needed the grass cut or the fence painted, I just wanted to take part in keeping our service's history alive," says Watson.

Watson met with Charlet, and "asked what it would take to start (the drills) back up again," he says. "His eyes lit up and we began a series of meetings to come up with a plan."

Watson solicited for volunteers from Station Hatteras Inlet, and Station Oregon Inlet put a crew together as well. By the summer of 2006, they were performing the drill for tourists twice a week.

The demonstrations drew hundreds of tourists that summer, and Charlet is brainstorming ideas to get more people to visit the site in 2007. "I feel like it's my mission to teach Americans about the Life Saving Service," he says. He feels that the heroics of the LSS have been unsung and hopes the Chicamacomico site will help tell their story.

"This is a special place," Charlet says before rattling off facts that people should know about the station. "It's the farthest point east in North Carolina, and only one of two sites in America with an 1874 structure, and it is the most complete life saving station in the United States," he says.

Standing on the steps of the cook house, he jokes about the never-ending repairs the site requires. "I'm a carpenter, a mechanic, a plumber on any given day," he says. "But it's not that different from what those guys had to go through here, being so far from civilization. They had to do a little of everything too, and go out on search and rescue missions."

In the fall of 2006, Charlet took his love for the Coast Guard one step further and joined the Coast Guard Auxiliary. He serves as Cape Hatteras Flotilla 16-04's public affairs officer and once again, finds himself teaching the public about the Coast Guard.

Between his Auxiliary duties and management of the Chicamacomico Life Saving Station, Charlet admits he doesn't have a lot of free time. The long hours and constant repairs don't bother him much though. "This is my dream job," he says as he peers out the window of the station toward the beach where the sea rages and the wind howls.



# Coast Guard Lady

## Portrait of SPAR Lois Bouton

Story and photos by PA1 NyxoLyno Cangemi, 8th Dist.



**W**riting letters to more than 300 Coast Guard units can be a daunting task for even the most seasoned of writers, but for this 87-year-old WWII veteran, it's a task she takes on every day.

Sitting at a small table near the entrance of her home, she peers through her oversized glasses. Delicately and slowly, the recent events of her life pour onto a small piece of paper with a lighthouse décor -- her favorite stationery. Lighthouses of all shapes and sizes surround her in her modest Arkansas home while she meticulously handwrites each letter. The lighthouses that surround her blend in among a sea of Coast Guard patches and hats hanging throughout her home.

A child of the great depression, Lois Bouton joined the Coast Guard woman's reserve, known as the SPARS (a shortened version of the service's credo, Semper Paratus,

◀ **PEN PALS** Lois Bouton sits at her table in her home on Dec. 3, 2006, and writes a letter to a Coast Guard unit in New Orleans. Bouton is known throughout the Coast Guard as "The Coast Guard Lady," and she writes letters and cards to more than 300 units a year.

▶ **SPECIAL DELIVERY** Lois Bouton looks at a stack of letters on Dec. 4., this stack was written by one of the Coast Guard's first pilots. Bouton has been writing letters to Coast Guard units since serving in the woman's reserve from 1943-1945 as a Coast Guard radioman.

Always Ready) during WWII in order to backfill the positions of the Coast Guard men who went overseas to join in the war. Her career, which spanned the years between 1943 and 1945, sent her on a journey that she memorializes in her home and in the letters she writes to Coast Guard units throughout the country. Her dedication to the service has earned her the moniker as "The Coast Guard Lady."

During WWII, Bouton worked as a first-grade teacher in a one-room, Illinois schoolhouse. Wanting more from life, she enlisted in the Coast Guard and was sent to Palm Beach, Fla., for boot camp.

"After boot camp, I met with a classification officer," Bouton said. "She saw that I used to be a teacher and offered me a position as a boot camp instructor. So I stayed there and taught organization.

When her tour as a boot camp instructor was complete, Bouton served a short stint in San Francisco as a maintenance worker before



transferring to Radioman school at Atlantic City, N.J.

"I learned a lot there -- Morse code and some other things," Bouton recalled. "I didn't know what it all meant at the time, but I learned it."

As a Coast Guard radioman, Bouton got stationed in Bethany Beach, Del., where she performed all the job functions her male counterpart had done before he went off to war.

"At the station, it was only me and another woman who ran the equipment," Bouton said. "We would send weather information, track the movement of boats and send coordinates to ships."

"Toward the end of the war, we were all waiting to hear the official word that the war had ended," Bouton said. "Our chief was sleeping one morning, and some of the people I worked with were bored and decided it would be a good time to wake up our chief. One of them got a metal pipe and started banging on a pan. Someone on the outside heard the racket and they started making noise themselves, and the noise carried on throughout the neighborhood. Soon, everyone in town was honking their car horn. Everyone thought the war was over! The official word eventually came

◀ **HELLO SAILORS** Official portrait of Lois Bouton at boot camp in Palm Beach, Fla., in 1943.

out a few days later, but I am sure everyone there thought the Coast Guard had some inside information."

With the war now over, Bouton moved back to Illinois and continued with her career as a first-grade teacher.

"Every now and then, I would have my students write cards to the injured war veterans," Bouton said.

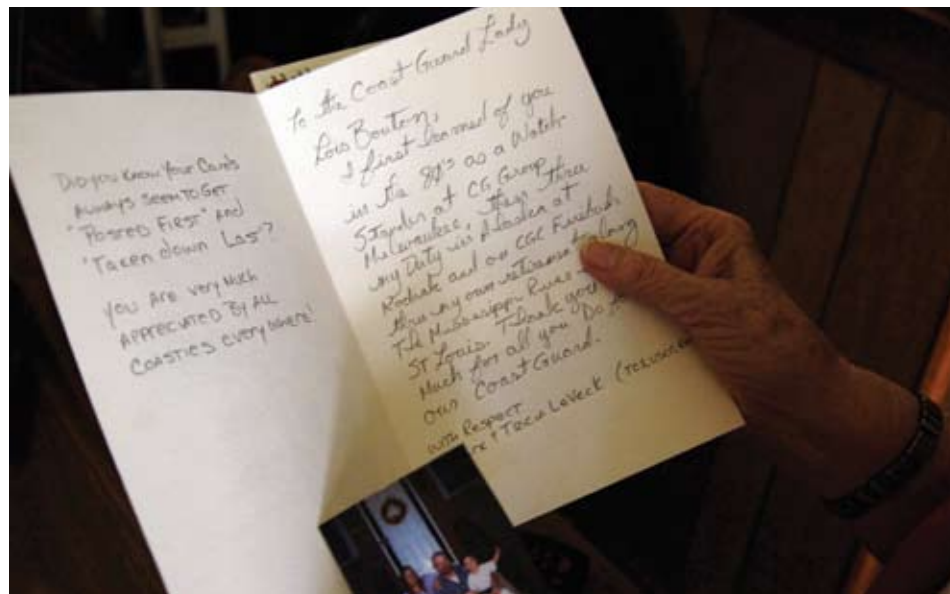
Afterward, she would take the cards the children had written and deliver them to a local veterans hospital along with a batch of homemade chocolate chip cookies.

On one such trip, a member of the Coast Guard was at the hospital recuperating from some injuries he sustained during the war. He and Bouton became instant friends. From that moment on, she would always visit the Coast Guard members first and would forever be known as "The Coast Guard Lady" -- a much more personalized nickname from her previous "Chocolate Chip Lady," because of the cookies she baked.

Bouton continued her exploits at the veterans hospital for years, until the day came when she decided to retire to the warmer climate of Rogers, Ark.

"I still wanted to keep in touch





▲ **A COASTIE CHRISTMAS CARD** A Christmas card sent by a retired Coast Guard telecommunications specialist thanks Lois Bouton for her dedication in writing to Coast Guard units each year. Bouton, now 87 years old, served in the Coast Guard women's reserve from 1943-1945.

with the Coast Guard, and without a veterans hospital to visit, I started writing my letters," Bouton said. "I called up someone in the Coast Guard and I asked them for the address of an isolated [navigation] unit in Alaska. I got the address and wrote them a letter. A few weeks later, I got a response back. It felt so good that I wrote more letters. Somewhere along the way, I got ahold of a [Coast Guard address

book] and wrote to more units."

Today, Bouton has three index card boxes full of address that she writes to throughout the year, and she receives cards and letters from people throughout the Coast Guard, including the commandant.

It's early December 2006, and Bouton ventures out into the cold, blustery Arkansas air and approaches her mailbox like she



▲ **MEMORIES** A group of women from Coast Guard Air Station New Orleans look through a scrapbook made by Lois Bouton, during a visit to her home on Dec. 4. The crew flew to Rogers in order to personally meet Bouton, who served in the Coast Guard women's reserve as a radioman from 1943-1945.

does any other day. She retrieves her mail and returns to the inviting warmth of her home. She's elated as she opens the oversized envelope and pulls out a card and small photo from a retired Coast Guard telecommunications specialist.

In part, the card reads:

"Did you know that your cards always seem to get put up first and taken down last? You are very much appreciated by all Coasties

everywhere."

Bouton's face, flush with joy, now bears a smile that seems to stretch past her oversized spectacles and says, "It's cards like this one that make it all worth it."

*Authors note: To write Lois Bouton, please send letters and cards to The Coast Guard Lady, 1616 16th St., Rogers, AR, 72758. Additionally, donations of stamps are always welcome.*



► **A FOND FAREWELL** Lois Bouton smiles as she receives a farewell hug in her home from Lt. Taylor Carlisle on Dec. 5. Carlisle is one of five women who flew from Coast Guard Air Station New Orleans to meet with Bouton, better known throughout the service as "The Coast Guard Lady."

◀ **THE VIEW FROM ABOVE** Lois Bouton sits at her table and writes a letter to a Coast Guard unit in New Orleans Dec. 3. Known throughout the Coast Guard as "The Coast Guard Lady," she writes letters and cards to more than 300 servicemen and women a year.





# Roller Coastie

MLC Atlantic yeoman on wild ride with local roller derby team

Story and photo by PA 2 Kip Wadlow, 5th Dist.

She waits. Her body encased in protective armor, carefully honed through months of training in anticipation of this moment. Muscles tense, coiled for attack.

Exploding from a racer's crouch, she sprints on her skates' toe stops, gaining speed before easing into the smooth stride of a natural killer. Crashing over roller derby opponents with the speed and explosive force implied by her nickname, Tsunami Tsue, co-captain of the Tidewater, Va., based Dominion Derby Girls, strikes again.

When she isn't hurtling around the roller derby track, Tsue, better known to co-workers as YN2 Lorraine Hollar, spends her days working as a legal assistant at the Coast Guard legal office in the Military Justice Branch of the Coast Guard's Maintenance and Logistics Command Atlantic in Norfolk, Va.

Hollar gets mixed reactions from people when they find out she competes in a roller derby league.

"Some people laugh, some say that it's not real. Some people that saw it back in the seventies are surprised that it's back today and really want to know if it's all it was cracked up to be," said Hollar.

Hollar became interested in roller derby after watching an A&E Channel documentary titled *Roller Girls* and started searching for local teams on the Internet.

It was Hollar's husband, Jonathan, a GM3 assigned to the CGC Legare, who actually found the Dominion Derby Girls.

The Hollars are a military family in the truest sense, with long deployments a part of every day life. That's

why the Hollars' eight-year-old daughter, Shiloh, is often rinkside for mom's contests.

"This is a great way for our family to spend time together," said Mr. Hollar. "Shiloh can play with the other kids when she's not watching her mom skate around the rink," he said.

Back on the track Tsunami Tsue is busy navigating through the chaos of a jam, a two-minute skating period in roller derby. Women answering to names such as Becka Tha Wrecka, Jeri Brawlwell and Deatra Mental are blocking each other tooth and nail. Tsue and an opponent, each wearing stars on their helmets to signify their position as jammers, forcefully bob and weave through the rolling catfight.

A jammer is the point-scoring member on the team, and their task is simple. The more opponents they pass while skating in bounds, the more points they score. The first jammer who makes her way through the bumping, thumping, elbow-throwing mess on the first lap of the jam takes the title of "lead jammer."

Hollar said her favorite position is lead jammer because she's in charge of scoring the points and making the crowd scream.

"My goal is to leave my opposing jammer in the pack with my awesome blockers. A jammer is nothing without her blockers. I want her stuck there so I can come back around and lap her, which is called a "grand slam." As soon as I make it through the pack and hear the fans screaming at the top of their lungs, it makes me skate faster," said Hollar.

"I also love it because when that second whistle blows, you are under the gun. You are skating

◀ **ROLLING THUNDER** YN2 Lorraine Hollar, aka Tsunami Tsue, practices with her roller derby team in Virginia Beach, Va., Jan. 6. Hollar who works as a legal assistance yeoman at Maintenance and Logistics Command Atlantic, in Norfolk, Va., is co-captain and the point-scoring jammer on the Dominion Derby Girls.

through that pack with a target on your back, you have to think quickly, [and] you have to use your agility and speed, skating on one skate coming through the curves if need be to stay in bounds," said Hollar.

Over the years the popularity of roller derby has waxed and waned but safety of the skaters is always a top priority.

"We want to be able to play the sport but we also have to remember that safety is a big part of it. We've had a lot of injuries in the past due to the fact that we just didn't know how brutal the sport was," said Hollar.

The team's injuries run the gamut from nasty bumps and bruises to fractured tailbones and a shattered wrist.

Even though she loves scoring points, Hollar isn't afraid to spend time in the pack as a blocker, delivering devastating blows to opponents unlucky enough to come within striking distance.

"My favorite is when their skates come off the ground; that's when I know I've done my job," said Hollar.

Some might ask why these women subject themselves to such harsh punishment. The answers vary from skater to skater.

Whatever their reasons for competing, one thing unites these women, the urge to help the less fortunate.

During the first intermission, in their bout against the Diamond Demolitions, the Dominion Derby Girls donated \$1,000 dollars to the Help and Emergency Response Shelter, an organization located in Hampton Roads dedicated to helping victims of domestic violence.


The Dominion Derby Girls' hometown crowd gave them a standing ovation as they took a celebratory victory lap following their 177-113 victory over the Diamond Demolitions.

The victory was Hollar's first since she started competing a year ago. She led her team in scoring with 52 points.

"I'm proud of you, Mom. You skated so fast and everyone was cheering for you," said Shiloh.

But as happy as she was with the victory, Hollar was sad that her husband, currently on deployment, was not there to share the moment.

"I cried last night. I wanted him to be here for it! He has always been so encouraging of my skating, so understanding of the time commitment and the demand that derby takes," said Hollar.

Though the popularity of roller derby has waned in the past, its fans, both old and new, continue to seek out the new havens where the sport grows and thrives; and as long as there is a group of fast skating, hard hitting women, this roller Coastie will keep cruising for the kill. 

## Guts, Grit and Gold

Story by Lt. Cmdr. C.T. O'Neil, 7th Dist.

They travelled from Seattle, Providence, Cleveland and Haiti to form the Coast Guard team that would, at the end of three, long days and six, grueling events, emerge from the rugged backcountry of West Virginia as the top competitor among 54 military teams at the 2006 Wilderness Challenge.

Lt. Cmdr. Dan Deptula, Coast Guard Liaison Officer to the U.S. Embassy in Haiti; Lt. Kim Andersen, MSST 91101 in Seattle; Lt. Brian Maggi, CEU Providence; and Lt. Terry Staderman, a controller from the Ninth District command center, comprised "Team Duckie Fuzz and The Masters of Rubber" and overcame the challenges of a half-mile open river swim, 14-mile forced march, 8K mountain run, 14-mile mountain bike race, 35 rapids in a 13-mile, white-water raft race and a "Duckie" (two-person inflatable canoe) race through class I, II and III rapids to win the event held Oct. 5-7 in Fayetteville, W.Va.

"The last mile of the 14-mile run/hike was the toughest part of the competition," said Deptula. "Any team that can maintain composure, stay together, endure the physical and mental pain of the previous 52 miles of competition coming to a focus, is a winner and a true Wilderness Challenge competitor."



▲ **WILDERNESS WARRIORS** (left to right) Lt. Terry Staderman, Lt. Brian Maggi, Lt. Cmdr. Dan Deptula and Lt. Kim Andersen reach the halfway point of the 2006 Wilderness Challenge 14-mile run/walk. "Team Duckie Fuzz and The Masters of Rubber" won gold, beating 53 other military teams in the multi-challenge event held Oct. 5-7 in Fayetteville, W.Va.



Photo by PA2 Mariana O'Leary, PacArea

◀ **TACTICAL TEACHING** CGC Midgett crewmember GM2 Neil Bacewicz shares weapons handling knowledge with a Djiboutian navy officer during a training exercise Jan. 13. The Seattle-based high endurance cutter is conducting Maritime Security Operations under Combined Task Force 150 near the Middle East. The Midgett's crew exchanged ideas and helped instruct the Djibouti boarding team on safe weapons handling, handcuffing techniques and general boarding practices. "The Coast Guard has specialist experience and skills in maritime security and we want to be able to share this with partner nations," said Capt. E.L. Alexander, commanding officer of the Midgett. "It's important to pass on this knowledge so regional countries are able to maintain the security of their own territorial waters."

## MSST conducts vertical insertion and full capability exercise



◀ **UPWARD BOUND** Two members of a boarding team from Maritime Safety and Security Team Galveston are hoisted up into an HH-60 Jayhawk helicopter after conducting a vertical insertion exercise March 1 off the Galveston, Texas, coast.

▼ **FORMIDABLE FOURSOME** Boarding team members from Maritime Safety and Security Team Galveston conduct a security patrol along the decks of the CGC Harry Claiborne.

## Iraqi general visits Miami for lessons in maritime security

**H**is face was chiseled and stern with the look of determination as his piercing eyes stared hard into the distance. It was as if he could still hear the explosions echoing halfway across the world in his native country, which has been torn apart by sectarian violence.

Iraqi Gen. Babakir Baderakhan Zibari, the commanding general and chief of staff Iraqi joint forces, a former Kurdish commander who



◀ **FOREIGN RELATIONS** Iraqi Gen. Babakir Baderakhan Zibari, commanding general and chief of staff Iraqi joint forces, visited Sector Miami Jan. 24 to witness first hand the Coast Guard's maritime security and safety expertise.

strongly opposed former Iraqi dictator Saddam Hussein and the Arab Socialist Baath Party, made his way to South Florida on a very overcast Jan. 24 afternoon.

The Pentagon chose Miami for Zibari and his staff to visit and see just how the Coast Guard conducts counter-terrorism, counter-narcotics and illegal migration interdiction missions, and discussed how the Iraqi military could duplicate the Coast Guard's efforts.

Zibari was given a tour of Sector Miami, ISC Miami and Station Miami Beach, as well as an underway tour of the Port of Miami. During his visit he was provided an extensive briefing on day-to-day Coast Guard missions, responsibilities and challenges.

This is not the first time the Coast Guard and Iraqi military leaders have teamed up to work together and share operational knowledge. Currently there are six Coast Guard cutters deployed

with coalition forces in Iraq.

With Iraq's Al Faw peninsula jutting south into the Northern Arabian Gulf and the sides of the country bordered by the Shaat al Arab River to the West and the Khawar Abd Allah River to the East, the Iraqi Coastal Defense Force, the U.S. Coast Guard and coalition forces face the complicated task of protecting Iraq's interests on the water.

The ICDF also receives hands-on training from the Coast Guard and other coalition forces while they work together to keep Iraq's maritime interests like the port of Umm Qasr and the two main oil terminals, Kwar al Amaya and Al Basrah, safe.

The visit as a whole was viewed as a substantial success. "The visiting senior Iraqi military delegation was extremely appreciative of their visit with the Coast Guard here in Miami noting many parallels between our port and border security missions and the maritime challenges they face now and in the future with their navy," said Sector Miami commander Capt. Karl Schultz.

Story and photo by SNPA James Judge, 7th Dist.

**T**he helicopter crewman slides open the side door and attaches a 60-foot rope to the hoist and lets it fall to the ship's deck about 40 feet below. The boarding team members, anxious about the uncertainties that lie ahead, check their weapons and start moving towards the open door. A vertical insertion onto a ship sounds simple: grab the rope, look down and let gravity do the rest. If it was only that easy.

The Coast Guard Maritime Safety and Security Team Galveston conducted a vertical insertion recertification and full capability exercise onboard the CGC Harry Claiborne in Galveston, Texas, March 1.

"Training is vital with all the mission types we do," said Lt. Cmdr. Erik Leuenberger, commanding officer of MSST Galveston. "We try to make it as real as we can for the crews, to give them a better idea of what could really happen."

In addition to re-certifying the team members, the unit exercised their full capabilities by sweeping and securing the ship once their boots safely hit the deck. The unit used modified weapons and engaged in fire-fights with role players firing paint-tipped bullets,

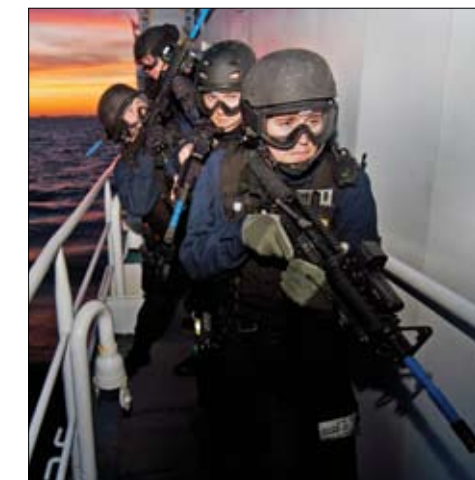
called simulated ammunitions.

"There are about 50 places someone could hide inside a two-foot square area aboard a ship," said GMC Troy Shull, of MSST Galveston. "Securing a ship is a completely different than securing a building. It's in many ways more complex."

As port and maritime security continue to be major points of emphasis in the war on terror, teams capable of vertically inserting onto ships give the Coast Guard another tool.

For more than 216 years, sending boarding teams by small boat has been a mainstay in the Coast Guard. But as that mission has gained more attention, a safer, quicker, more efficient way of putting teams aboard a ship became critical. Boarding a vessel from a small boat is dependent on many factors. Uncertainties in the wave movements of the water make the actual transfer of personnel extremely dangerous. Also, if a vessel refuses to slow down so a Coast Guard boat can pull along side, a boarding by small boat simply can't be done.

"Boarding by a helicopter is a lot faster than by a small boat," said Shull. "Plus, I'd rather be shooting down (from a helicopter) than up from a boat."



Coast Guard MSST's are an integral part of Homeland Security's layered strategy directed at protecting our ports and waterways. Whether by ground, sea or air, MSST Galveston is ready and prepared to conduct multiple missions such as law enforcement operations, underwater port security, canine explosive detection and general port and waterway security.

"Training exercises like this provide team members with the skills needed to complete these ever-changing, vital missions," said Leuenberger.

Story and photos by PA1 Adam Eggers, PADET Houston



## Trading Spaces

# USCG, CBP strive for enhanced effectiveness through professional exchange program

**L**t. j.g. Ron Nakamoto of Sector Charleston, S.C., never thought that he would be working for Customs and Border Protection when he joined the Coast Guard 12 years ago. Still in his Coast Guard uniform, Nakamoto has filled the shoes of Supervisory Officer Dan Johnson of Customs and Border Protection in the Port of Charleston since Jan. 8.

Nakamoto is participating in a professional exchange program that is part of an effort between the Coast Guard and Customs and Border Protection to better understand each other's organizations for future collaborative efforts and to enhance maritime security.

Customs and Coast Guard officers at Coast Guard sector commands and Customs and Border Protection field operations offices across the country are participating in the exchange program to work together on the similar mission areas of the two agencies.

"It's been an a real eye opener to see CBP's capabilities and their approach to similar operations," said Nakamoto on his last day of the exchange before another Coast Guard officer takes his place.

The program was implemented by the Commandant of the Coast Guard, Adm. Thad Allen, and the commissioner of Customs and Border Protection, W. Ralph Basham, in November 2006. Allen and Basham were tasked to create the program in a memorandum from the Secretary of Homeland Security, Michael Chertoff, describing joint Coast Guard and Customs initiatives in June 2006.

In his first report to Sector Charleston and District Seven, Nakamoto cited numerous areas where Customs and the Coast Guard could improve their inter-agency cooperation including the Coast Guard and CBP radiation detections programs and container inspections.

"Our radiation detection programs are very similar. If we used the same equipment and could collaborate together on operations, we'd probably cover more area," said Nakamoto.

The flow of information wasn't one sided. Johnson spent over a month in Nakamoto's position at Sector Charleston.

"It's been a very informative experience for me, and I've learned a lot about the Coast Guard," said Johnson, who's been with CBP for about six years.

Johnson was also required to make a report to his superiors regarding his experiences. He cited many of the same issues Nakamoto did in his report.

That's the ultimate goal of the professional exchange program — to have officers participating in the program provide input that may improve Coast Guard and CBP



▲ **EXCHANGING EXPERTISE** Customs and Border Protection Supervisory Officer Dan Johnson of the Port of Charleston and Coast Guard Lt. j.g. Ron Nakamoto of Sector Charleston and are participating in the Coast Guard, CBP professional exchange program. The program was created at the direction of the Secretary of Homeland Security and was implemented in a 90-day trial period Coast Guard wide Jan. 1. The goal is for officers to discover ways the Coast Guard and CBP can become more effective in port security activities and create a nearly seamless working environment between the two agencies.

operations and effectiveness.

This professional exchange program is just one of five activities on which the Coast Guard and CBP were tasked to collaborate by Secretary Chertoff. The Coast Guard and CBP also were tasked to work together on vessel targeting, dual-agency vessel boarding teams, information sharing and training.

For each of these activities, the local Coast Guard sectors and CBP offices must meet minimum goals as outlined by the secretary, the commandant and the commissioner.

The professional exchange program is in a 90-day test period. The Coast Guard and CBP will evaluate the effectiveness and the value of the program in March.

Story and photo by PA1 Donnie Brzuska, PADET Jacksonville

## Requiem for a Sailor

*I know not what lies beyond or  
in who's care I'll be — But it  
must end as it began — This  
wedding with the Sea.*

*My course is laid,  
My sails unfurled,  
And my heart is light and free,  
So scatter me over the ocean  
wide when the helm is hard  
a-lee.*

*My dust will mingle with each  
curling wave and perhaps I'll  
a merman be — And there  
will be singing and dancing  
sea horses prancing, and a  
harem of mermaids all  
trembling for me— when I am  
called to my home in the sea.*

— Capt. Niels P. Thomsen

**C**apt. Niels P. Thomsen, author, adventurer, World War II hero and the namesake for the Coast Guard's top innovation award died Jan. 2 at the age of 99.

He was born in Denmark, the great-grandson of a count and spent his childhood in Fresno, Calif., where he dreamed of sailing the world. At the age of 15, and with 13 dollars in his pocket, he ran away from home and headed up the Northwest Coast.

There he found passage aboard The Forest Dream, sailing on a 14-month journey from Puget Sound to the Island of Mauritius. The five-masted Barkentine was destroyed in a gale leaving Thomsen as the only survivor.

During WWII, he joined the Coast Guard and commanded a 95-foot U.S. Navy patrol vessel in Alaska. He also saw action in the South Pacific, taking part in the invasion of Guadalcanal and Bougainville. He later commanded the USS Menkar and was a pioneer in what was then the secret Loran program.

Thomsen also developed the chain stopper, which is used by buoy tenders to secure and safely release the chain and sinker for swiveling anchors.

## WWII veteran, CGC Esanaba survivor O'Malley laid to rest

The 21-gun salute produced a shiver through the bodies of approximately 40 Coast Guardsmen, who along with family and friends, laid to rest Honorary Chief Raymond F. O'Malley, the last remaining survivor of the sinking of the Coast Guard-manned USS Esanaba (WPG-77), March 13.

O'Malley, 86, died on March 8, at Northwestern Memorial Hospital in Chicago, from complications due to emphysema and lung cancer.

Seaman First Class O'Malley and Boatswain's Mate Second Class Melvin A. Baldwin were lone survivors of the CGC Esanaba, which blew up and sank within three minutes in the North Atlantic Ocean on June 13, 1943. A total of 103 Esanaba crewmen were lost in the sinking. Baldwin died in 1964.

After the sinking, O'Malley continued to support his fallen shipmates by attending every Esanaba memorial service held during the Coast Guard Day Festival in the Esanaba's

homeport of Grand Haven, Mich. O'Malley's commitment to the Coast Guard and Esanaba crew was evident when he did not allow health issues to prevent him from attending the Esanaba memorial service in August 2006, his 64<sup>th</sup> consecutive service.

Rear Adm. John E. Crowley, Jr. visited O'Malley at his Chicago home less than one week before he died. The two exchanged 'sea stories' and watched footage of previous Coast Guard Festivals.

"I met with Ray last week in his home in Chicago and feel honored to have met and known a man who deeply cared for the welfare of others," said Crowley.

At the conclusion of taps, Crowley presented an American flag to O'Malley's wife, Dolly.

"Today, we say farewell to a dear friend. His service to his country and his chapter in Coast Guard history will never be forgotten," added Crowley.

Story by PAC Rob Lanier, 9th Dist.



▲ **PAYING RESPECTS** A funeral detail salutes the casket of Chief Ray O'Malley during the playing of taps at his funeral in Chicago, March 13. O'Malley was the last survivor of the 1943 sinking of the CGC Esanaba. He continued to show support of his fallen shipmates by attending 64 consecutive Esanaba memorial services held during the Coast Guard Day festival in Grand Haven, Mich.

# Acushnet: Queen of the Fleet

The CGC Acushnet was commissioned Feb. 4, 1944, as the U.S. Navy Fleet Rescue and Salvage Vessel USS Shackle. The Shackle participated in rescue and salvage operations at Pearl Harbor and Midway Island during World War II and participated in the invasions of Iwo Jima and Okinawa.

The Shackle was commissioned into the Coast Guard on Aug. 23, 1946, as the Acushnet. The Acushnet has been homeported in Portland, Maine; Gulfport, Miss.; Eureka, Calif.; and most recently in Ketchikan, Alaska. The cutter's crew consists of 11 officers and 68 enlisted members.

Nicknamed "The 'A' Team in Alaskan fisheries," the Acushnet replaced the CGC Storis as the oldest cutter in the fleet. Its primary missions are fisheries law enforcement, homeland security, search and rescue and marine environmental protection. It still uses an engine order telegraph to control engine speeds, and spends approximately 180 days per year at

sea, primarily patrolling the Gulf of Alaska and Bering Sea.

The Acushnet's homeport is located in Southeast Alaska on Revillagigedo Island within the Tongass National Forest. It is collocated with ISC Ketchikan, CGC Anthony Petit and CGC Naushon. There are medical facilities and an exchange at ISC Ketchikan and is home to 7,000 fulltime residents and 2,000 seasonal employees.

A billet aboard the Acushnet provides a great mix of work and recreation. In the summer, there's fishing, sailing, camping and hiking. In the winter, there's ice skating, cross country skiing, snowmobiling, fishing and hunting. Annual events include the Salmon Derby, Blueberry Arts Festival and Winter Arts Festival. If you are looking for a home that is surrounded with breathtaking sights and want to feel the accomplishment of operating in one of the world's harshest marine environments, then Acushnet may be the answer.

**Housing**  
Barracks rooms are available at ISC Ketchikan for E-3 and below and unaccompanied petty officers. Rent typically costs between \$500 and \$900.

**Education**  
University of Alaska Southeast.

**Facilities**  
ISC Ketchikan offers a dining facility, all hands club, fitness room and indoor basketball and racquetball courts.

**Weather**  
A lush green landscape is enjoyed 365 days a year thanks to an average of 162 inches of precipitation, which includes about 32 inches of snow. Winters can be chilly, as they are in most Northern States, but the year-round climate is temperate and temperatures can reach into the 90's during the summer.

**CRITICAL CARRIER**  
AMT2 James Guidry, of Air Station Houston, offloads blood donations at Brooke Army medical Center located on Fort Sam Houston, Texas, Feb. 17. The HH-65C crew participated in the Armed Forces Blood Program, which collects critical blood supplies for the men and women fighting overseas. An HU-25 Falcon crew from Air Station Corpus Christi and an Auxiliary aircrew also flew donations. While transporting blood is not normally a Coast Guard mission, it was fitting with the service's goal of saving lives. "Our mission is the save lives, it's what we do," said Guidry. "And to be able to help injured members of our military family, it's special."



## Coast Guard SUDOKU

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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](http://www.uscg.mil/magazine).

## Tee it up! CG golf tourney accepting registrations

The 35th annual Coast Guard Invitational Golf Tournament will be held July 4-7 at the Homestead in Hot Springs, Va. The tournament is open to all active duty, reserve, retired, auxiliary and civilian employees, and their dependents and guests.

Entries must be received by April 15 to ensure a spot. Entries received after April 15 will be accepted on a space available basis.

The tournament consists of one practice round followed by three days of individual stroke play. The tournament package also includes three night's lodging; admission to a Fourth of July cookout, concert and fireworks show; and the awards banquet.

For more information, cost and entry form, see COMDTNOTE 1710, or contact one of the following tournament committee members: Cmdr. Austin Gould at (202) 372-2469 or [austin.j.gould@uscg.mil](mailto:austin.j.gould@uscg.mil); Dr. Mike Parnarouskis at (703) 368-7049 or [mikep1121@comcast.net](mailto:mikep1121@comcast.net); Capt. (ret.) John Gentile at (757) 871-5930 or [jgen5043@aol.com](mailto:jgen5043@aol.com); and Capt. (ret.) Albert Sabol at (703) 777-4560 or [ajsabol@aol.com](mailto:ajsabol@aol.com).



**▲ OVERDUE RECOGNITION** The crew of a historic North Pacific Ocean rescue operation conducted 28 years ago were honored in a ceremony at Air Station Elizabeth City, N.C., Oct. 26. Lt. j.g. William Porter, Lt. j.g. Richard Holzsu, ASM1 Barry Phillipy, ASM2 Kenneth Henry, AVT3 Raymond Demkowski, AE3 Anthony Miconi, and Seaman Daniel Malott received medals for their actions in an Oct. 26 - 27, 1978, rescue. The crew of the Coast Guard C-130H airplane, CG-1500, were cited for meritorious achievement in the search and rescue of the crew of a downed Navy P-3C airplane that ditched in the North Pacific Ocean. The crew took control of the search and directed a Soviet fishing vessel to the area, where they rescued 10 of the crew. Vice Adm. Vivien Crea, the Coast Guard's vice commandant, presented the awards.



**M**otion sickness is a biological disorder that is induced by any situation where the body is subject to motion. Even subtle motion can induce motion sickness.

Everyone is susceptible to motion sickness, but it is not known why some people are more prone to it than others; although fear and anxiety can lower the threshold for experiencing symptoms.

Motion sickness occurs when the brain receives conflicting signals from the areas of the body that detect motion. For example, aboard a moving ship, the inner ear may sense the motion of big waves, but the eyes don't see any movement. This conflict typically results in motion sickness.

As such, eyes are the most significant part of the body's balance-sensing system. They

Coping with

## motion sickness

act as a small range finder, allowing the body to judge distance and relative motion. Body motion is also sensed by the inner ear, which is largely responsible for maintaining balance. The brain relies on signals from all of these sources and expects them to agree with each other.

When these signals conflict with each other, the brain becomes confused. The primary conflict occurs when the inner ear sends information to the brain which conflicts with the visual clues. In the case of the sailor who is trying to lash the ratlin to the shroud, the inner ear detects the motion of the ship rolling and pitching, but the eyes are telling the brain that there is no motion, resulting in symptoms such as a general sense of not feeling well, nausea, vomiting, headache and sweating.

### Minimizing symptoms while at sea

Generally, the best way to avoid motion sickness is to stay healthy, focus on other things and try to avoid situations where you are subjected to maximum motion and minimum outside visibility. Here are a few suggestions:

- If possible, stay outside (or on the bridge) where you can maintain a visual reference with the horizon, clouds, other ships, or even a celestial object like the moon.
- If you have to be below decks, try to stay as close to the ship's center of gravity as you can. This is where you will experience the least amount of motion.
- Stay mentally and physically healthy. Impairment of your health can increase your susceptibility to motion sickness. Don't let yourself become dehydrated. Dehydration can result from continued vomiting.
- Keep busy. Hard work will keep your mind off the subject of motion sickness, will keep

you in good physical and mental condition and will make the time pass quicker.

- Do not skip meals. Eat regularly, but try to avoid foods with strong odors, very high fat or grease content and products that impair circulation (nicotine, caffeine and salt).
- Sleep! It's important.
- Get plenty of fresh air. It promotes a feeling of openness, and usually means you are in a place where you can see the horizon, or some other visual reference.


Most formal remedies are intended to reduce the nausea associated with motion sickness and should be taken an hour or two before getting underway. Well-known remedies such as Dramamine (Dimenhydrinate) are available without a prescription. Prescribed drugs such as Promethazine with Pseudoephedrine may also curb symptoms. Promethazine is an antihistamine that prevents motion sickness. The Pseudoephedrine counteracts the effects of drowsiness caused by the Promethazine. Meclizine is another antihistamine that has proven effective, but its possible side effects (increased heart rate, drowsiness, blurred vision) limit its use.

One of the most effective remedies is Ginger. The natural anti-nausea remedy is available in most grocery stores. You can chew on a small slice as you would a piece of gum.

And it's not always necessary to take a medication before getting underway. If you don't have a history of motion sickness, or you're not sure how you will react, it may be better to wait and see how you fare. The side effects of medications could be worse than a mild case of seasickness.

### Sea legs

The term "getting your sea legs" refers to your brain's ability to compensate for the motion of the ship as you walk about the deck. During your first few days at sea, you will find yourself staggering as you attempt to walk a straight line while the ship rolls and pitches under you. After some period of time, your brain will figure out what is happening, and it will begin to adjust. How successful your brain is in making this adjustment varies with each individual, and may depend upon the length of time at sea, the size of the ship and the actual sea conditions.

And be prepared. When you dock and go ashore, you may experience your original symptoms of staggering and possibly even nausea, as your brain readjusts to dry land. 

*Story by Reginald Griffin, who served as a petty officer in the United States Navy in the early seventies as an optical repairman, serving on ships in the Second and Sixth Fleets from the East Coast, Caribbean and Mediterranean ports.*



## VISION

A man's capacity is the same as his breadth of vision



**DON'T LOOK DOWN** A boarding team member from Coast Guard Maritime Safety and Security Team Galveston, Texas, conducts a vertical insertion from a Coast Guard HH-60 Jayhawk helicopter during an exercise off Galveston Mar. 1.

Photo by PA3 Adam Eggers, PADET Huston