

# COAST GUARD

ISSUE 3, 2008  
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# MODERNIZATION

## COAST GUARD FUTURE

The U. S. Coast Guard's first National Security Cutter took to the sea operating in concert with the service's new maritime patrol aircraft, the Ocean Sentry HC-144A, and a newly re-engined HH-65 helicopter Feb. 11. The flagship in the Coast Guard's first new class of large cutters in 25 years, Bertholf is the Coast Guard's largest ever patrol cutter.

Photo by PAC Tom Sperduto, PADET New York

*RBM • 57mm • MH-65c • DCMS*



## HARD HITTER

The new 57mm gun packs a punch. It's coming soon to an NSC or OSPC near you.

## OCEAN SENTRY

The Coast Guard's newest air asset carries some amazing abilities.



## COMPARISONS

We take a look at how the decades-old 378-foot WHEC fleet stacks up against its replacement, the National Security Cutter.

## RUSH OF TEAMWORK

Life aboard the CGC Rush demands teamwork. Unusual circumstances forced its crew to trust each other more than ever.

## DNA

The Coast Guard is changing its organizational structure to keep pace with today's dynamic operating environment.

## GREENWAY HOUSE

The former home of Agatha Christie was also used as a billet for Flotilla 10 Coast Guardsmen during World War II. Now the home is being restored.

## TO BE A LIFESAVER

AMVER helps save hundreds of lives each year. This year is the program's golden anniversary.

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## ROTATING CREWS

To keep up with the optempo in today's Coast Guard, crews on some cutters will rotate much like submariners in the Navy.

## HEAR THE CALL

Rescue 21 aims to upgrade communication capabilities and close dangerous coverage gaps.

## SHARPENING DOLPHIN TEETH

The HH-65C will soon go the way of the dinosaurs and give way to the MH-5D Multi-Mission Cutter Helicopter.

## EDUCATING ON BERTHOLF

Brand new boats require brand new skills and brand new training.



## JET POWER

Station crews have a new asset coming soon that will blow you away.

## UP-TO-DATE

We'll show you how to stay current on new equipment coming to the Coast Guard.

## FORGOTTEN

Take a step back in Coast Guard history to learn about our contributions to the Normandy Invasion during World War II.



## DELIVERING THE DESIGN

With increasing demands put on the Coast Guard, aging legacy assets need replacement fast. The Acquisitions Directorate is ushering in a wave of modernization.

**6** ALL COAST  
Images from around the fleet

**61** LOG BOOK  
What's happening in your Coast Guard



**TACTICAL TRAINING** Members of Port Security Unit 313, based in Tacoma, Wash., fire M203 grenade launchers during a training exercise at Guantanamo Bay, Cuba, April 28. PSU 313 was deployed to the area in December 2007. The unit's primary mission is to provide anti-terrorism force protection.



# UP FRONT

Photo by PA1 Matthew Belson, 1st Dist.

**RETRIEVAL READY** AST1 Chuck Ferrante gives the thumbs up signal to a hovering HH-60 Jayhawk helicopter for the rescue basket, while holding a practice dummy to be hoisted aboard during a search and rescue demo, which gave the helicopter crew from Air Station Cape Cod, Mass., the chance to practice some of their rescue maneuvers and techniques May 17.



# ALL COAST

## → RANGER RESCUE SN

Gregory Crane and SN Nathan Cramer assist a crewmember from the fish processing vessel Alaska Ranger after he was lowered to the CGC Munro, from a rescue helicopter. The Alaska Ranger sank 120 miles west of Dutch Harbor March 23.

Coast Guard Photo



→ RESPECTFUL REMBERANCE BM3 Adam Mallard, MK3 Adam Mowbray, BM3 Sean Cahill and SN Sheridan Roebuck from CGC Wrangell salute in honor of DC3 Nathan Bruckenthal and Navy Petty Officers Michael Pernaselli and Christopher Watts who were killed during an attack on an oil terminal off the coast of Iraq on April 24, 2004.

Photo courtesy of CGC Wrangell



↑ CRUCIAL COINCIDENCE A Coast Guard HH-60 Jayhawk helicopter crew flying from Cordova, Alaska, to Prince William Sound for an air-show noticed a group of 20 snow-mobilers waving for help in Whittier May 10. "We noticed someone waving his jacket and signaling us with both arms. We came to a hover at approximately 1,000 feet on the mountainside," said Lt. William Friday, the pilot of the helicopter. AST2 Obrien Hollow was lowered from the helicopter to the snow-covered mountainside, which had an incline of 30 degrees. After assessing the victim, Hollow called for a rescue litter to be lowered. The victim, reportedly suffering from back injuries acquired during a snowmobile jump, was hoisted to the helicopter and transferred to an awaiting ambulance.

Photo by AMT2 Brandon Day, Air Station Kodiak, Alaska



↑ **BAYSIDE BUOY BM3** Phillip Gonzalez and SN Stephen Hall, both from Coast Guard Aids to Navigation Team Boston, attempt to free a buoy from the rocks just north of the Annisquam Light House in Gloucester, Mass., May 16. The buoy went missing about a month earlier and had since been replaced. A resident called the Coast Guard reporting the buoy was banging on the rocks behind her house during a storm. The buoy was taken back to ANT Boston and will eventually be evaluated to determine its serviceability.

Photo by PA3 Connie Terrell, 1st Dist.

→ **FIREFIGHTING FOURSOME**

Billy M. Sorensen, a firefighter at Coast Guard Training Center Petaluma, Calif., removes fire hazards from the roof of a home to secure fire lines during the Summit Fires in the Santa Cruz Mountains May 25. Sorensen is a member of a four-man fire team from Petaluma that joined the Sonoma County Firefighting strike team to assist in battling the forest fires.

Photo by PA3 Erik Swanson, 11th Dist.



← **DIVER DOWN** A Coast Guard maritime safety security team member, stationed in Boston, conducts a security dive as part of Frontier Sentinel exercise Jun. 10. The interagency exercise provides the Canadian and U.S. Navies, U.S. Coast Guard, and numerous other federal, state and local agencies an environment to practice coordination in the detection, assessment and response to maritime security threats.

Photo by MC2 Christopher Perez, U.S. Navy

↓ **FLOODED FAMILIES** Coast Guard Disaster Area Response Teams work to rescue a stranded family from their flooded home in Eureka, Mo., March 20.

Photo by PA3 Jaclyn Young, 8th Dist.





↑ MISFIRE MAINTENANCE MK1 Joe Zrelak of Station Marquette, Mich., demonstrates the proper method for clearing the M240 B machine gun during a misfire as part of mounted automatic weapons training for Ninth District members at Fort Knox, Ky., April 9.

Photo by PA3 Bill Colclough, 9th Dist.

## COAST GUARD

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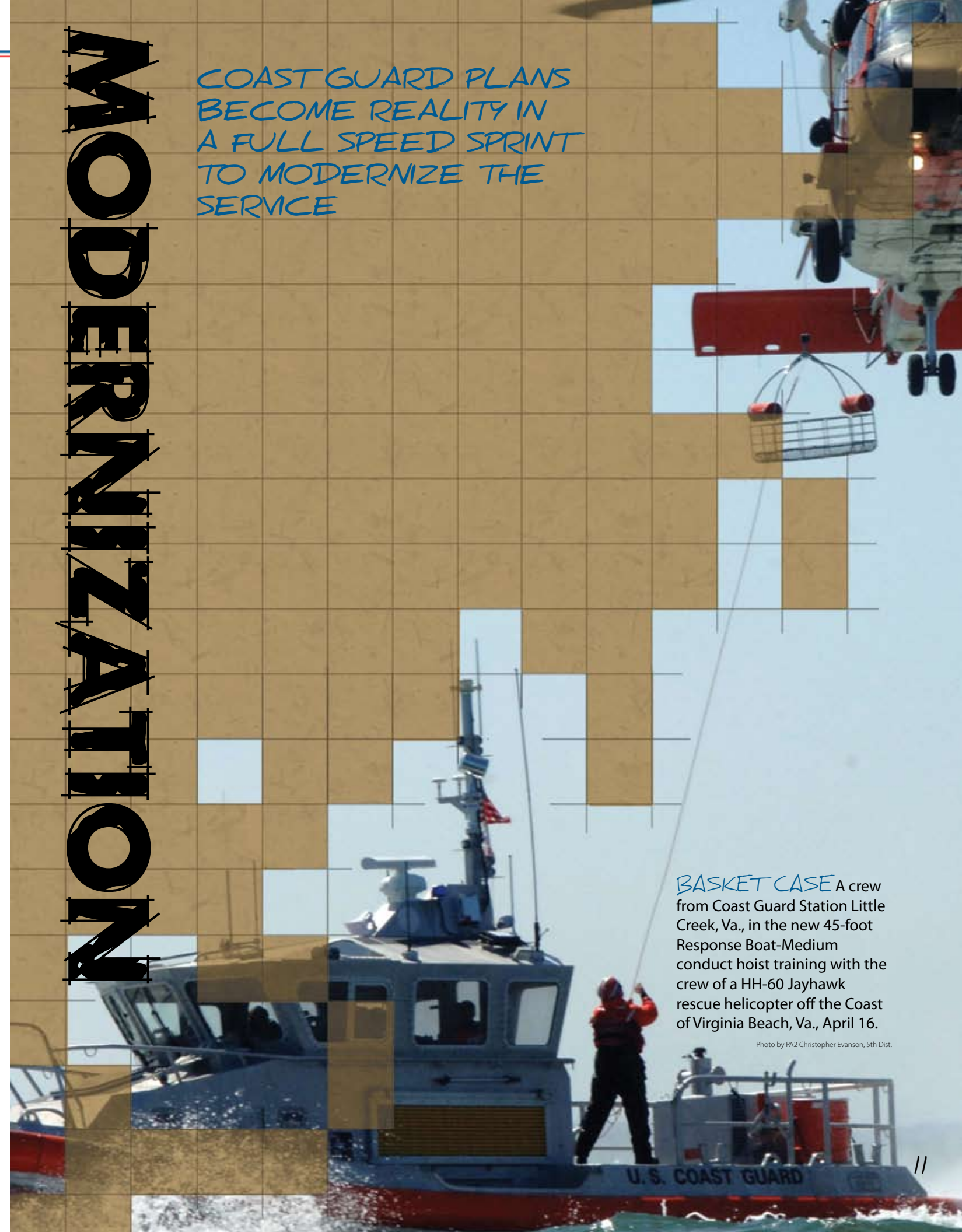
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# MODERNIZATION

COAST GUARD PLANS  
BECOME REALITY IN  
A FULL SPEED SPRINT  
TO MODERNIZE THE  
SERVICE



**BASKET CASE** A crew from Coast Guard Station Little Creek, Va., in the new 45-foot Response Boat-Medium conduct hoist training with the crew of a HH-60 Jayhawk rescue helicopter off the Coast of Virginia Beach, Va., April 16.

Photo by PA2 Christopher Evanson, 5th Dist.

Story by Hunter C. Keeter, CG-9

# DELIVERING THE DESIGN



↑ **STERN LAUNCH** The stern assembly is placed onto the second National Security Cutter, CGC Waesche, in Pascagoula, Miss., Sept. 11, 2007. The placement of the stern marks the 34th unit fitted onto the Waesche, completing 33-percent of the ship.

**E**very day, Coast Guard men and women face the challenge of ensuring the materiel readiness of old and difficult-to-maintain platforms against a grueling operational tempo.

At the same time, the nation's demand for a mission-ready Coast Guard has never been greater — to provide for the safety and security of the United States.

The Acquisition Directorate, led by Rear Adm. Gary T. Blore, assistant commandant for acquisition, consolidated the legacy offices of acquisition; Program Executive Officer, Integrated Deepwater System, Procurement Management, Research, Development and Technical Management, the Research and Development Center, Foreign Military Sales and the Head of Contract Activity.

The directorate has asserted its leadership in relationships with industry, including prime contractors who manufacture and supply products, and systems integrators, who the Coast Guard may hire as-needed to develop, test, support and improve some products.

“Fundamentally, the government needed to reassert its appropriate role as the paying customer, final certifier, that requirements have been met, and provide significant oversight to ensure industry is aligned with government expectations of cost, schedule and performance,” Blore said.

The directorate is putting in place the contracting organizational structure, tools, processes and personnel that enable the Coast Guard to support all aspects of the acquisition process. Crucial steps in the stand up of the Acquisition Directorate included the alignment of the head of contracting activity with the office of contract operations responsible for major systems acquisition, and an increased emphasis on recruitment, retention and development of procurement personnel.

Acquisition also provides program management services — including new-starts, cost estimating, risk assessments,





business/financial management and corporate outreach — while also recruiting, training a workforce of acquisition professionals with the skills and experience necessary to lead the way in program management and systems engineering for the Coast Guard.

“The major acquisition program management process is the foundation for delivering maintainable assets and systems to the Coast Guard,” Rear Adm. Ronald Rábago, director of acquisition programs and program executive officer, said. “We have strengthened our relationship with the Coast Guard’s sponsors and technical authorities to ensure that we are delivering the right capability to our operational forces.”

## LEGACY ASSETS

Today’s high operational tempo is taking its toll on the Coast Guard’s legacy platforms and equipment, as these become increasingly costly to own and operate.

For example, the HC-130H Hercules Long Range Surveillance aircraft’s operating costs increased from approximately \$1,300 per flight hour in fiscal year 2001 to more than \$2,500 today. Structural issues associated with aging airframes have affected many of the service’s HC-130Hs, forcing the service to confront a significant decision — whether to complete a major upgrade and service life extension program on 16 HC-130Hs or to recapitalize some or all of the HC-130Hs with new HC-130Js.

The bill for flying the Coast Guard’s 20 operational but aging HU-25 Guardian Maritime Patrol Aircraft has increased from \$1,800 in fiscal year 2001 to more than \$2,200 per flight hour.

The 12 Hamilton-class, 378-foot High Endurance Cutters — built from 1967 to 1972 — also have become expensive, especially their early-design, gas turbine

engines. The 378s last underwent a major overhaul between 1985 and 1992. To improve these platforms’ interoperability, the Acquisition Directorate has upgraded the cutters’ command, control and communication systems.

## ACQUISITION REFORM

In the context of an era of demanding operational tempo and rising costs, Acquisitions is delivering new and upgraded tools that help the operating force complete its missions.

For example, response to Hurricanes Katrina and Rita in the Eighth District was supported by a number of assets improved by Acquisition and Deepwater dollars, including HH-65C Dolphin helicopters and HC-130 aircraft. Acquisition’s Rescue 21 project provided the Disaster Recovery System, which staged from Huntsville, Ala., to deliver rapid communications coverage throughout southeastern Louisiana.

Acquisitions has provided aircraft, cutter and mission equipment upgrades that enhance Alien Migrant Interdiction Operations. For example, the Research and Development Program has provided portable biometric (fingerprinting) devices that enable cutter crews to identify known criminals and repeat offenders.

The Coast Guard still is resolving the failed 123-foot patrol boat conversion project which resulted in eight cutters being taken out of service. The Coast Guard also encountered technological immaturity and cost issues that temporarily halted its Unmanned Aircraft System acquisition.

Acquisitions is working through the challenges and the stand-up of the new directorate is part of that process. Business transformation, as articulated in the strategic plan called the Blueprint for Acquisition Reform, has begun to



↑ **JAZZED-UP JAYHAWK** An HH-60 Jayhawk Medium Range Recovery helicopter undergoes testing at Patuxent River, Md., Sept. 19, 2007, as part of the conversion process into the MH-60J/T, a modification to meet Airborne Use of Force requirements. The Medium Range Recovery program represents one of the most comprehensive aviation upgrade programs in Coast Guard history. The Coast Guard’s MRR program will deliver a total of 42 MH-60T configured aircraft for Coast Guard operations.



← **NEW BOAT, NEW ERA** The Response Boat Medium, an all-aluminum, 45-foot boat with twin diesel engines and water jet propulsion, launched at Commencement Bay in Tacoma, Wash. The RB-M, which completed successful builder's trials on March 3, is expected to be the primary non-heavy weather, multi-mission capable boat for the Coast Guard. The boat will have increased maneuverability and be capable of speeds in excess of 40 miles-per-hour. These boats will replace the 41-foot Utility Boats which have been the workhorse of the Coast Guard's small boat fleet for more than 25 years.

PHOTO BY PAZ ZAR-CRAWFORD 1/31/08

pay dividends. During his 2008 State of the Coast Guard address, Adm. Thad Allen, Coast Guard Commandant, noted that the service has made "significant progress across all fronts to modernize and transform the [Coast Guard] over the past year and a half."

With the delivery of the first three HC-144A aircraft, the Ocean Sentry will help modernize the maritime patrol fleet with state-of-the-market mission systems — including new radar and electro-optical sensors, data processors and communications equipment. This equipment will help Ocean Sentry aircrews conduct law enforcement, search and rescue and other missions with dramatically improved capability compared with legacy aircraft and sensors.

The first three fully upgraded HC-130J aircraft are standing ready at Air Station Elizabeth City, N.C. The modernized HC-130Js have a new suite of electronic equipment compatible and interoperable with the Ocean

Sentry and other Coast Guard, civil and Department of Defense platforms.

The first phase of the Multi-mission Cutter Helicopter project is complete, providing new engines for 95 Coast Guard HH-65C Dolphins. The second and third phases of the project provide Airborne Use of Force equipment and other improvements. Airborne Use of Force equipped MH-65Cs have already been delivered to Jacksonville, Fla., and are flying missions with the Helicopter Interdiction Tactical Squadron.

Forty-two HH-60J helicopters are undergoing a \$189 million avionics upgrade project. This sweeping overhaul replaces 120 antiquated avionics components and significantly improves the helicopter's overall reliability. After receiving the avionics upgrade, MH-60J "Jayhawks" will be re-designated MH-60T "Thunderhawks."

In April 2008, Coast Guard Station Little Creek, Va., accepted the first Response Boat-Medium. With a top speed

of plus-40 knots, RB-M's performance and more powerful electronic systems surpass the 41-foot and non-standard craft it is replacing.

The first National Security Cutter, Bertholf, features long range and endurance (60–90 day patrols); modern weapons; a large flight deck and aviation support facilities; chemical, biological and radiological environmental hazard detection and defense; and advanced command and control capabilities. Bertholf also enjoys significant improvements in crew habitability over existing cutters.

Rescue 21, which provides a new search and rescue command, control and communications system, has made significant progress replacing the obsolete National Distress and Response System. With a new location coming on line approximately every five weeks, Rescue 21 has established radio coverage over more than 13,000 nautical miles of U.S. coastline (25,000 by year's end), out to at least 20 nautical miles from shore.

**RELEVANT, RESPONSIVE, READY**

The Acquisition Directorate has never been more relevant to accomplishing the Coast Guard's many missions by ensuring that the service's investment dollars deliver the high-performance tools needed for our nation's safety and security. CG-9 is structured to be more responsive to its customer — the operational force — and to other stakeholders in the Coast Guard and in our oversight communities. Finally, the Acquisition Directorate is ready to face the professional challenges of designing and building the 21st century Coast Guard — equipped to be responsive in a rapidly changing operating environment while remaining true to a 218-year heritage of successful maritime law enforcement, public safety and homeland security. ☺

### HC-144A Ocean Sentry (36 planned)

**Status:**

The Coast Guard accepted the fourth HC-144A Ocean Sentry Maritime Patrol Aircraft on May 8, 2008. This fourth aircraft will supplement the three previously delivered aircraft as the HC-144A begins a formal Operational Test and Evaluation (OT&E) process prior to entering operational service for the Coast Guard in 2009.

Key elements of that OT&E process are listed below:

- Phase 1, "Test Planning and Preparation," an Operational Testing Readiness Review was completed May 2008.
- Phase Two, "Data Collection," is scheduled for June through November 2008.
- Phase Three, "Analysis and Reporting," is scheduled for December 2008 through mid-February 2009.

[www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)

### NATIONAL SECURITY CUTTER (NSC) (8 planned)

**Status:**

The first NSC, *Bertholf* (WMSL 750), was christened on November 11, 2006, and the U.S. Coast Guard conducted preliminary acceptance (delivery) of *Bertholf*, May 8, 2008 in Pascagoula, Mississippi.

- NSC No. 2, *Waesche* (WMSL 751), had its keel laid on September 11, 2006, is more than 60 percent complete, will be christened summer 2008, and is scheduled for delivery in summer 2009.
- NSC No. 3, *Stratton* (WMSL 752) keel laying is scheduled for summer 2009 with delivery scheduled for summer 2011.
- The *Bertholf*, *Waesche* and *Stratton* will be stationed in Alameda, California.

[www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)

### Response Boat-Medium (180 planned)

**Status:**

The first RB-M was delivered to Station Little Creek in April 2008, initiating delivery of an anticipated 180 RB-Ms over the next seven year.

Expected delivery dates for 2008:

- RB-M 45602 - August to Cape Disappointment, Washington
- RB-M 45603 - September to Key West, Florida
- RB-M 45604 - October to Milwaukee, Wisconsin
- RB-M 45605 - November to New York, New York
- RB-M 45606 - December to Port Aransas, Texas

[www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)

### Rescue 21

**Status:**

Rescue 21 is the United States Coast Guard's advanced command, control and communications system. Created to improve the ability to assist mariners in distress and save lives and property at sea, the system is currently being installed in stages across the United States.

- Rescue 21 will cover more than 95,000 miles of coastline, navigable rivers and waterways in the continental United States, Alaska, Hawaii, Guam and Puerto Rico.
- Today Rescue 21 is standing the watch, answering the call of duty across 15,965 miles of coastline.

[www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)

## Coast Guard Acquisition 2008: Relevant, Responsive, Ready

**"The Coast Guard Acquisition Directorate is providing more capable, interoperable assets that will enable our forces to close today's operational gaps and to perform their demanding missions more effectively, efficiently, and safely."**

**Admiral Thad W. Allen Commandant, U.S. Coast Guard**





National Security Cutter *Bertholf*



HC-144A Ocean Sentry



Rescue 21



Response Boat-Medium



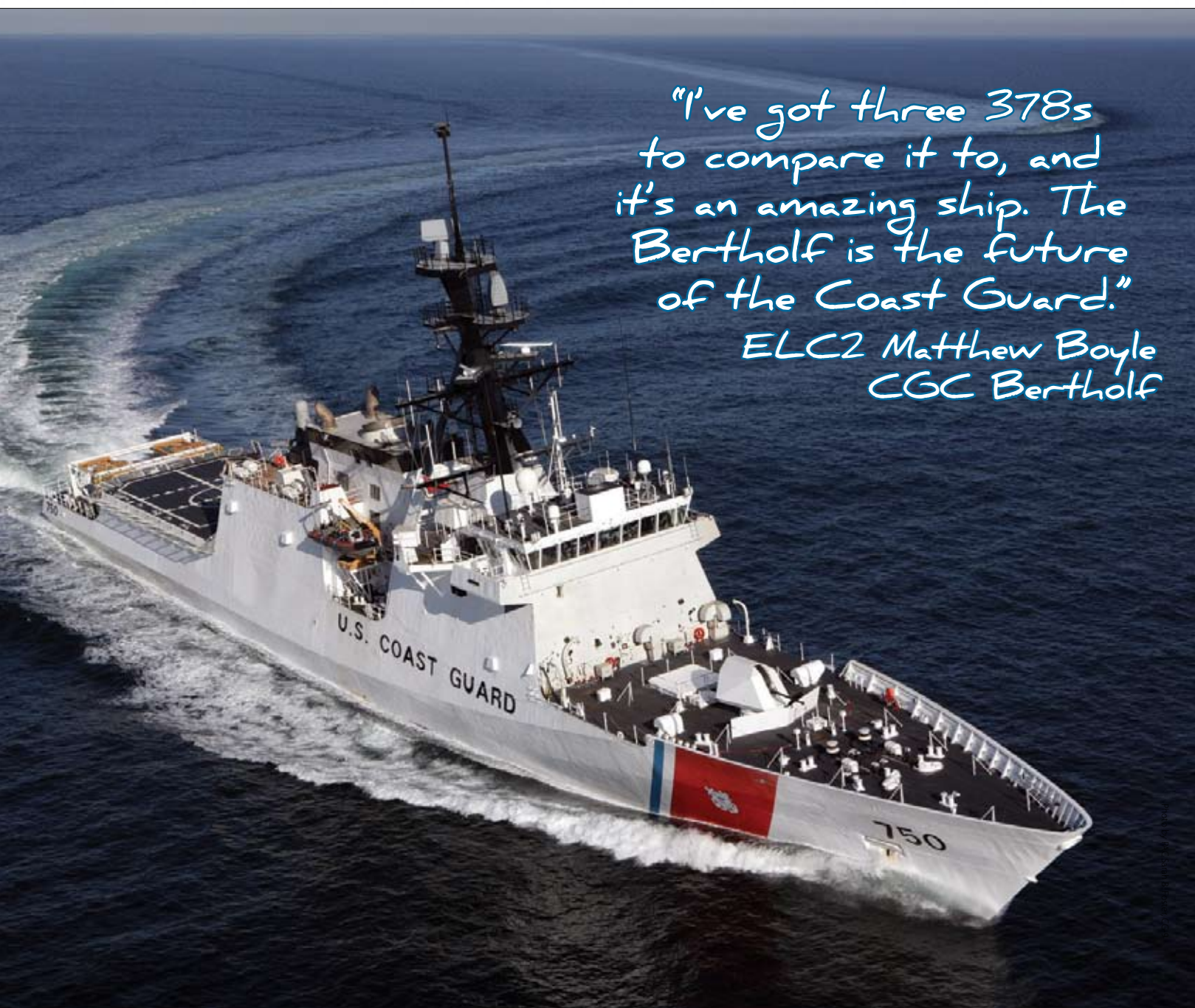
# Acquisition Directorate

Mission execution begins *here.*

The new National Security Cutter faces off against the aging High-Endurance Cutter.

# COMPARISONS

Story by PA3 Michael Anderson, PACAREA



"I've got three 378s to compare it to, and it's an amazing ship. The Bertholf is the future of the Coast Guard."  
 ELC2 Matthew Boyle  
 CGC Bertholf

**A**fter accumulating more than five years of sea time on three high-endurance cutters, ELC2 Matthew Boyle has seen a lot of the Coast Guard, but none of it compares to his current tour aboard the National Security Cutter Bertholf, the service's first Legend class cutter.

As Bertholf's electronics material officer, Boyle is focusing on equipping his division and preparing to sail on the 418-foot ship.

"I've got three 378s to compare it to, and it's an amazing ship," Boyle said on the way from his temporary office at the Pascagoula, Miss., shipyard to the pier where Bertholf was moored since it returned from pre-acceptance trials. "The Bertholf is the future of the Coast Guard."

Computer systems on board help to navigate, control the weapons systems, monitor and control the operation of its engineering plant and help manage damage control systems. The automation reduced the number of crewmembers needed to maintain a watch underway. Once, six crewmembers stood a watch on the bridge; now four to

five maintain the watch. Where up to five engineers stood watch in the engineering plant, there are now two.

Bertholf will sail with a crew that is 30 percent smaller than the complement carried by a high-endurance cutter. More than 25 nonrated personnel sail with the WHECs; there are only 11 aboard the NSCs.

Instead of the traditional 20-person berthing area, Bertholf's diverse crew will be living in four- and six-person berthing areas. The racks sit two-high. Officers and chiefs reside in two-person staterooms and every room has its own head and shower. This means there will be more opportunities for women to go to sea aboard NSC cutters as berthing arrangements are more flexible.

"Department personnel aren't located together in large berthing areas anymore," said Boyle. "Everyone will live in small berthing areas diffused across the ship. It's a paradigm shift from everything I've seen afloat. You just can't go to engineering berthing to find a machinery technician anymore or deck berthing to

← **THE NEW FRONTIER** The first National Security Cutter, CGC Bertholf returns to the Northrop Grumman Shipbuilding's Pascagoula, Miss., facility after four days of builder's trials in the Gulf of Mexico.

→ **LEGACY** The CGC Morgenthau, a 378-foot cutter homeported at Coast Guard Island in Alameda, Calif., transits across San Francisco Bay. The ship's crew is scheduled to take part in the Cooperation Afloat Readiness And Training exercises in Southeast Asia as well as the South East Asia Cooperation Against Terrorism exercises.



Photo by SN Caleb Critchfield, PACAREA



USCG Photo



Photo by PA3 Michael Anderson, PACAREA

↑ **NEW TRICKS** The NSC's stern launch and recovery system has been modified to accommodate the Long Range Interceptor Over-the-Horizon cutter boat. PA3 Alejandro Gutierrez lowers the small boat using the starboard boat davit.

find a boatswain's mate."

The living improvements don't stop there. Crewmembers will not need to squeeze treadmills and weight machines into IC Gyro, laundry or the hangar. They can exercise in a dedicated gym complete with treadmills, weight machines and televisions.

"It's impressive to see the dedicated space and modern equipment," said EM1 Demosthenes Daniel. "I'm going to enjoy not having to move around during my workout so other people can get to their laundry."

Training sessions are historically all-hands events on the mess deck, but Bertholf has a dedicated training center for presentations, testing and classes.

"You won't have classroom interruptions when shipmates pass through the mess deck or the cooks are just next door," said MK3 Pieter Kindberg. "You'll be able to

focus on the lesson or your test."

Where most crews have been accustomed to make do with whatever space is available, Bertholf is designed to accommodate the other aspects of a crewmember's life. Yet, beyond these improvements, Bertholf is a highly capable Coast Guard cutter.

Bertholf's offensive capability features the new 57mm main battery, which was fired for the first time from a U.S. warship during builder's trials Feb. 11. It's designed to fire faster and more accurately than the 76mm currently on the 378-foot fleet. Gunners don't have to crowd over a radar to see where a round impacted anymore; they'll be able to see what they're shooting at with cameras and the radar fire control.

In addition to Bertholf's strong offense, the NSC has considerable defensive features. Bertholf has the ability to deploy NULKA which is an expendable radio frequency decoy capable of providing a highly effective defense against anti-ship missiles. The new Block 1B Close-In Weapon System, CIWS, is a shipboard point-defense weapon designed to detect and destroy incoming anti-ship cruise missiles and enemy aircraft and can now visually track and engage surface targets.

Additionally, airlocks on board are designed to lock out the effects of chemical, biological and radiological attacks, and a countermeasure washdown system will then wash away residual contaminants left on the hull and superstructure. This is intended to allow Bertholf to safely escape a CBR environment.

The NSC has more operational capacity than previous Coast Guard cutters. It can deploy more assets, up to two helicopters and three small boats, and has an advanced communication system to support those assets. The communications suite on board can act as a patch to allow boarding team members to talk with sector or district command centers directly from the suspect vessels during boardings.

The 50-foot by 80-foot flight deck is capable of landing nine different classes of helicopters, and the twin hangar, Aircraft Ship Integrated Securing and Traverse system is an improvement over a single, retractable bay. The stern ramp has the capability to deploy any small boat to include the Long Range Interceptor and Short Range Prosecutor, and the side davit holds a Cutter Boat-Over the Horizon.

Additionally, Bertholf is the first U.S. vessel to use a Combined Diesel and Gas Turbine. With the power of 50,000 horses, the new cutter can achieve speeds faster than 30 knots. One engine is capable of achieving speeds in excess of 19 knots which is faster than the maximum speed of a 270-foot medium-endurance cutter. Previous cutters would have to decide whether to run gas turbines for speed or diesel engines for endurance. It was impossible to do both. The CODAG makes it possible to run the gas turbine in concert with the two diesel engines on board.

→ **OLD DOG** Coast Guard crewmembers aboard a Motor Surf Boat (MSB). The MSBs have been in use since the 1970s.



The propulsion system has five modes, including the turbine driving both shafts or one engine driving both shafts independently. With a 229,000-gallon fuel capacity, the ship's endurance is greater than 12,000 nautical miles. The 378's range varies from 2,400 to 14,000 nautical miles depending on if it is using the gas turbines for the speed or the diesel engines for endurance.

Bertholf's three generators start with the push of a button. They automatically shift and share the load while the Machinery Control and Monitoring System incorporates with shore power when pierside to ensure no drop of power when shifting from ship's power to shore power.

The automation, C4ISR, machinery plant and living space improvements make the Bertholf the most advanced cutter the Coast Guard has ever seen. It builds upon the successes of the previous cutter generations and integrates technology never seen before by those wearing the blue.



Berthing Area

Photo by PA3 Michael Anderson, PACAREA



Refrigeration

Photo by PA3 Michael Anderson, PACAREA



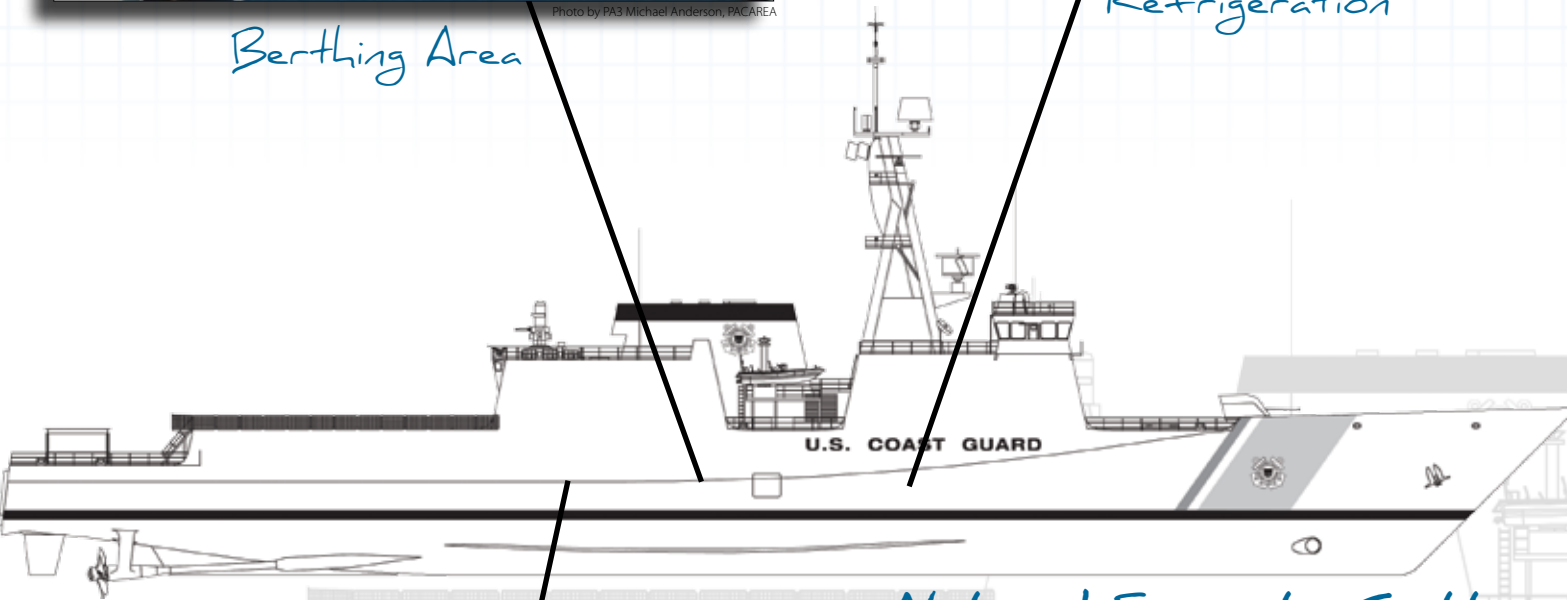
Berthing Area

Photo by PA1 Nyxolyno Cangemi, PADET Atlantic City

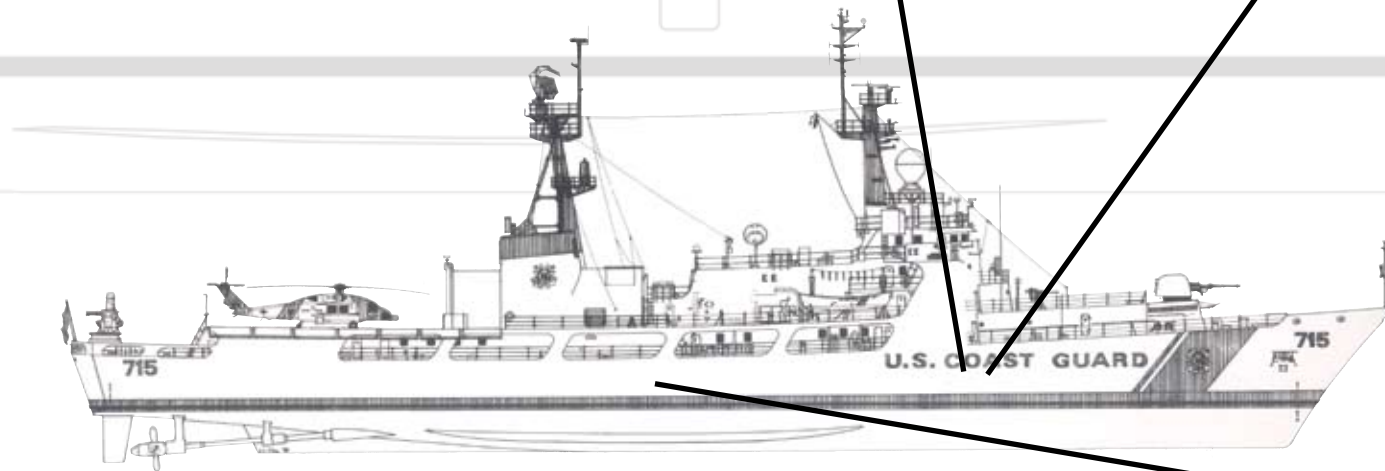


Crew's Lounge

Photo by PA1 Nyxolyno Cangemi, PADET Atlantic City



National Security Cutter



U.S. COAST GUARD

High-Endurance Cutter

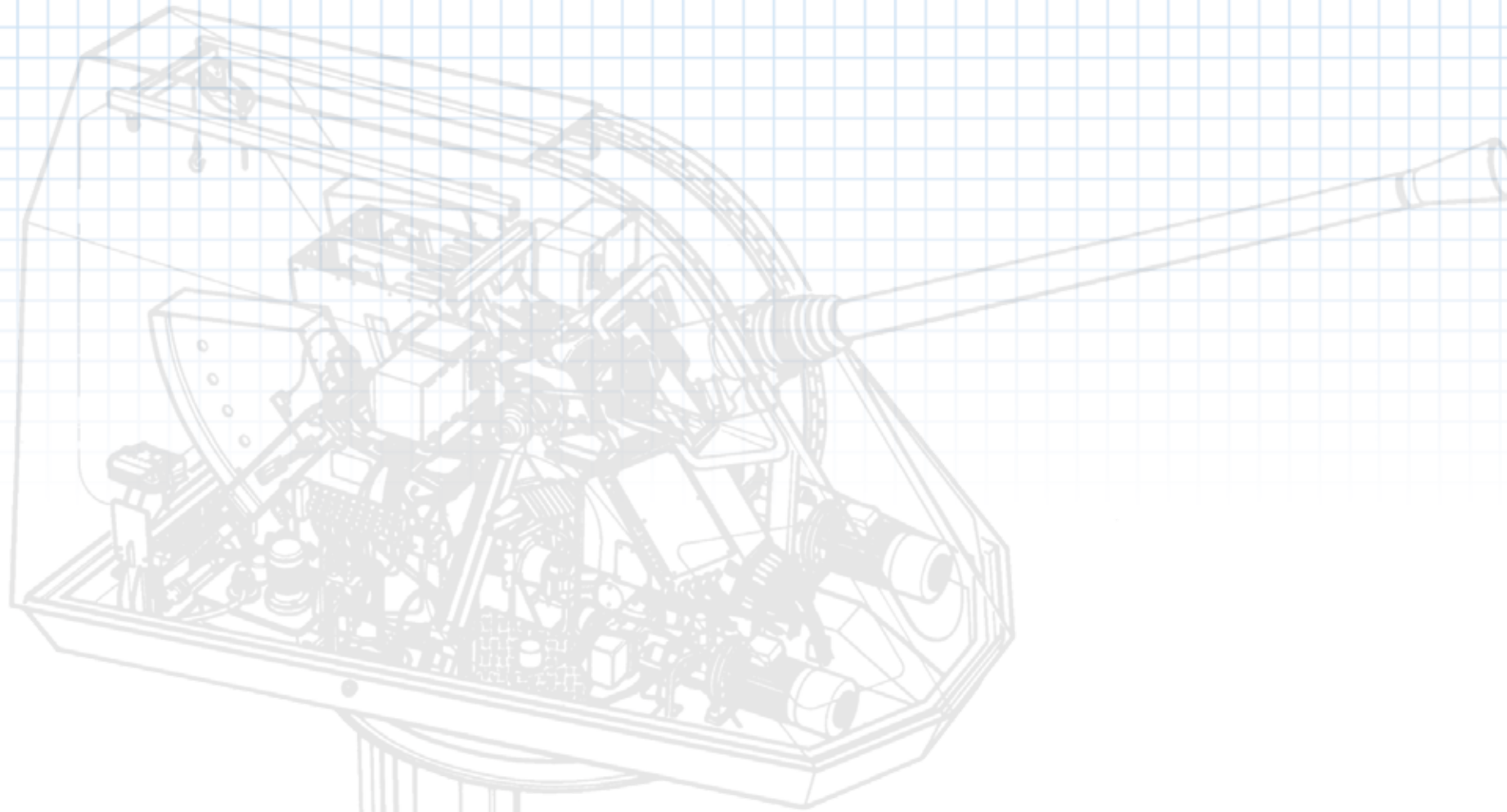


Ship Service Diesel Generators

Photo by PA3 Michael Anderson, PACAREA



Main Engine Control Room



# HARD HITTER

Story by  
Timothy Hackett,  
Department  
of the Navy

Firing Plan: Test, Evaluation & Successful Initial Firing of the 57mm Gun Mount

**O**n February 11th, the pre-commissioning crew of the CGC Bertholf successfully fired the 57mm Mk 110 Gun Mount for the first time.

The achievement stands as a culmination to testing, evaluation and installation on board one of the Coast Guard's newest Deepwater Program assets.

What makes the event even more unique is the fact that the Coast Guard, with the assistance of the U.S. Navy's Naval Sea Systems Command and Naval Surface Warfare Centers, introduced a new gun mount into the U.S. Naval inventory.

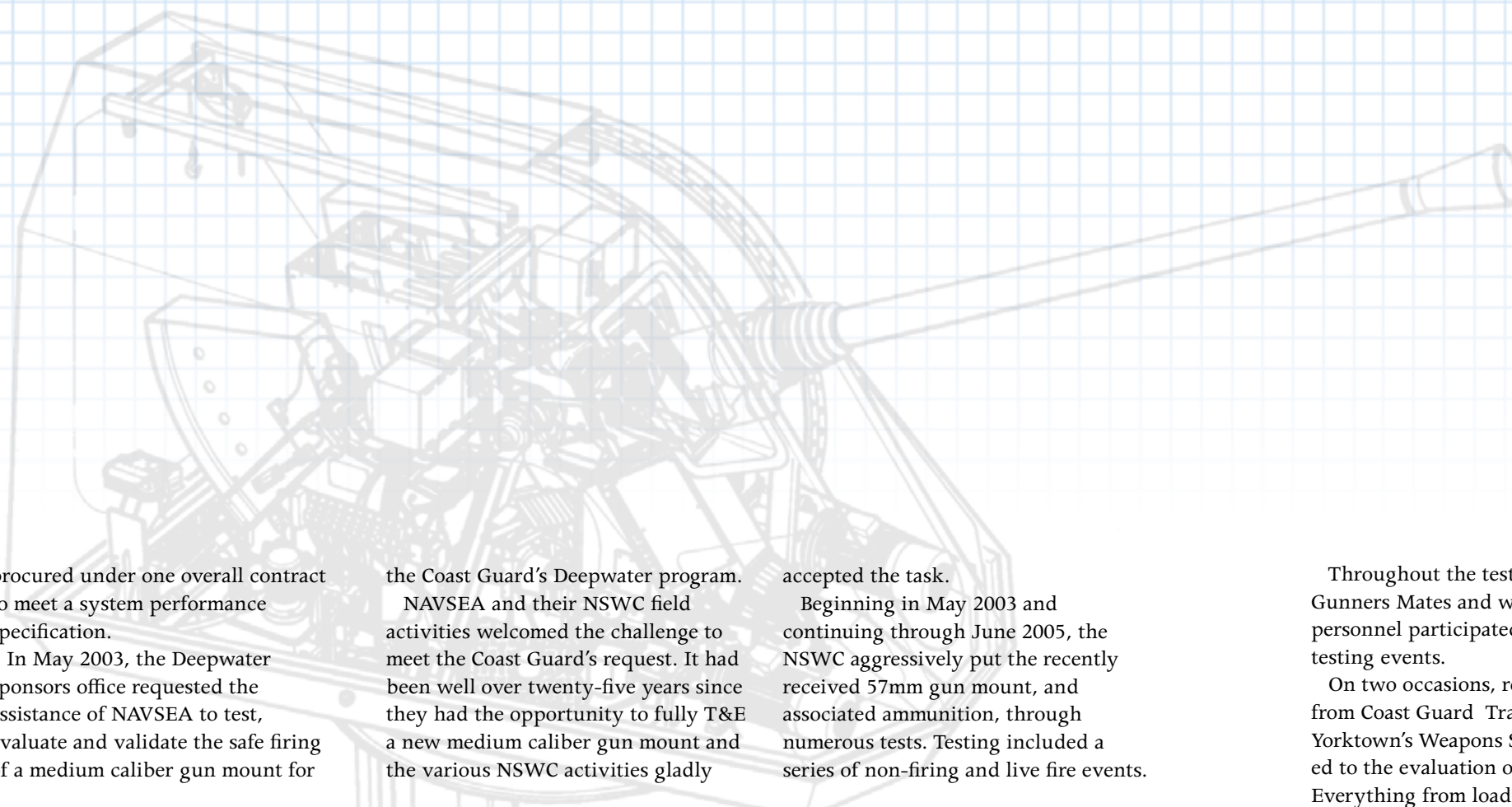
So what did it take to introduce a new naval gun mount into U.S.

inventory, let alone a new gun mount specifically to meet the needs of the Coast Guard?

The best thing to do was ask the naval gunnery experts at NAVSEA. The U.S. Navy has tested, evaluated and introduced gun mounts into their inventory for decades.

Previously, the Coast Guard has received its naval gun mounts from the U.S. Navy from systems in naval inventory. For the most part, this has worked well as the Navy completed all the T&E and acquired systems for the Coast Guard as Navy Type/Navy Owned equipment.

As part of the initial Integrated Deepwater System request for proposal, all systems were to be



procured under one overall contract to meet a system performance specification.

In May 2003, the Deepwater sponsors office requested the assistance of NAVSEA to test, evaluate and validate the safe firing of a medium caliber gun mount for

the Coast Guard's Deepwater program. NAVSEA and their NSWC field activities welcomed the challenge to meet the Coast Guard's request. It had been well over twenty-five years since they had the opportunity to fully T&E a new medium caliber gun mount and the various NSWC activities gladly

accepted the task. Beginning in May 2003 and continuing through June 2005, the NSWC aggressively put the recently received 57mm gun mount, and associated ammunition, through numerous tests. Testing included a series of non-firing and live fire events.

Throughout the testing, Coast Guard Gunners Mates and weapons personnel participated with various testing events.

On two occasions, representatives from Coast Guard Training Center Yorktown's Weapons School contributed to the evaluation of the gun mount. Everything from loading drills to maintenance procedures was reviewed.

During one maintenance procedure, the Gunners Mates were pleased at the ease of completing the breech block removal, inspection and lubrication — it took less than 30 minutes.

A similar procedure takes well over eight hours to complete gun mounts currently in service.

Ease of maintenance is a good attribute for any system in today's reduced crewing environment.

Upon completion of the test and evaluation process, NAVSEA and the Coast Guard presented their results to the Weapon System Explosive Review Board, an independent review panel that ensures the safe firing and operation of naval weapon systems.

After responding to WSESRB findings and actions, the board concurred with initial firing plans.

On Feb. 11, the Test Officer and crew of Bertholf successfully fired the 57mm Mk 110 Gun Mount during the final day of Builder's Trials. Ⓒ



Photo courtesy of Newport Gunnery

## THE GUN

Courtesy of BAE Systems

The 57-mm Mk 110 Naval Gun system from BAE Systems is a multi-mission capable, medium-caliber shipboard weapon that has been selected for the U.S. Coast Guard's National Security Cutter and the Offshore Patrol Cutters.

The Mk 110 Naval Gun system delivers high rates of fire with extreme accuracy against surface, airborne and shore-based threats with proven effective six-mode programmable 57-mm Mk 295 ammunition. Crews are able to respond quickly and effectively to eliminate all types of threats.

The 57-mm Mk 110 naval gun system is more lethal and has a higher rate-of-fire than current systems. Linked with a digital fire control system, the 57-mm Mk 110 fires automatic salvos at up to 220 rounds-per-minute.

The system requires minimal manpower for operation and maintenance, and affords unparalleled availability through high level redundancy, built-in test functions, ready component access and on board tools and spares.



Photo courtesy of the Naval Surface Warfare Center

# ROTATING CREWS

Story and Photos by PAC Donnie Drzuska, PADET Jacksonville, Fla.

**N**owhere is tradition more important and relevant than to the crews aboard the medium endurance cutters that make up the Coast Guard's legacy fleet.

Coast Guard crews aboard these ships still rise in the morning to the sound of a boatswain's pipe, still lay before the mast and still salute the American flag every time they cross the brow of their ship.

One of the most lasting and prominent traditions is the ownership and commitment the crew has to their ship. That tradition is being tested by a new multi-crewing initiative aimed at improving the operational readiness of an aging fleet. Multi-crewing is a tough pill for some to swallow because it parts the line from the traditional one crew-one ship approach. The multi-crewing concept means that more than one crew will operate one cutter.

"We ingrain in our people that crews should love their ship and take ownership of their cutter," said Cmdr. Samuel Walker, commanding officer of CGC Decisive. "This is a huge deviation in the culture we've bred into our cutter crews."

## ← TAKING BEARINGS

OS2 Chris Montgomery helps pin-point the bearing of contacts while on watch aboard the CGC Vigilant.

The crews of the Vigilant and the Decisive recently tested the concept of multi-crewing. They are participating in the effort as part of the Mission Effectiveness Project.

The goal of the Mission Effectiveness Project is to extend the life span and habitability of the legacy medium endurance cutters and 110-foot patrol boats until new cutters are built. They are undergoing long-term dry dock periods to replace hull plating, tanks, piping and electrical wiring, as well as renewing decks, living quarters and engineering systems.

Coast Guard leaders are rotating crews via multi-crewing on operational cutters to minimize lost operational hours during extended dry dock periods as a result of the project.

"If we didn't do this, the guys would be laid up in a shipyard for six months with the ship. By sharing a ship, we can keep our shipboard skills sharpened," said Walker.

While multi-crewing deviates from the norm, commanding officers of the units participating are seizing the opportunity to focus on their crews' well-being during down times when they don't have a ship. Walker and the Decisive's command cadre ensured the crew of Decisive could maximize their ability to take leave.

"We had 15 members who had or were in jeopardy of losing leave.

↓ FIRE TEAM MK3 Thomas Miller leads a firefighting team into the machinery space aboard the CGC Vigilant.



# EDUCATING ON BERTHOLF

Story by PAB Michael Anderson, PACAREA



← Next FSC David Kohn serves food to hungry crewmembers aboard the CGC Vigilant.

This gave them the opportunity to reduce their leave balances to a manageable level without affecting our unit's operational commitments," said Lt. Cmdr. Will Budovec, executive officer of the Decisive.

The crew of Decisive also spent time on important training, sending members to "C" schools and allowing members opportunities to be temporarily assigned to other units nation-wide.

During the downtime, 24 out of 75 crewmembers attended "C" schools and 19 units either hosted or received support from 54 crewmembers of Decisive.

Aside from the obvious personnel benefits multi-crewing offers, the crews of Decisive and Vigilant proved the operational effectiveness of the concept.

The Decisive crew aboard the Vigilant had a successful patrol caring

for approximately 300 migrants, interdicting several migrant vessels and assisting a disabled Dominican fishing vessel.

"Multi-crewing is a perfect demonstration of both the professional dedication and flexibility of Coast Guard Cutter crews," said Walker. "Both crews took on the challenge in short order and proved they could make it work."

Multi-crewing is only a temporary plan, but it may become the norm when new cutters begin to arrive in the fleet with the Crew Rotation Concept. The new cutters would have an operational tempo of more than 230 days a year. This patrol schedule would

be an unacceptably high burden for the one crew-one ship approach. Therefore, Coast Guard leaders are suggesting a ratio of three cutters to four operational cutter crews to achieve the desired balance.

"The lessons from the Coast Guard's Mission Effectiveness Project provide a real-world perspective on the proposed Crew Rotation Concept for the new cutters, and may lay the ground work for Coast Guard cutter crews in the future," said Walker. ☺

*"Multi-crewing is a perfect demonstration of both the professional dedication and flexibility of Coast Guard cutter crews."  
-Cmdr. Samuel Walker, CGC Vigilant*

*The crew of the Bertholf develop an award winning learning program to familiarize themselves with the new cutter's systems.*

**W**hen YN2 Richard DePascale and YN3 Anne Marie Bubion joined the CGC Bertholf's crew, the ship was being built more than 2,300 miles away. They didn't have welcome aboard packages, watchstander qualifications or even offices.

"When we began arriving at Alameda there was no unit," said DePascale. "We had to start from scratch."

Crewmembers quickly went about creating an infrastructure to support the crewmembers that were scheduled to arrive over the next year. Soon, they had offices, a plan of the day and a ship's motto, "Legends Begin Here."

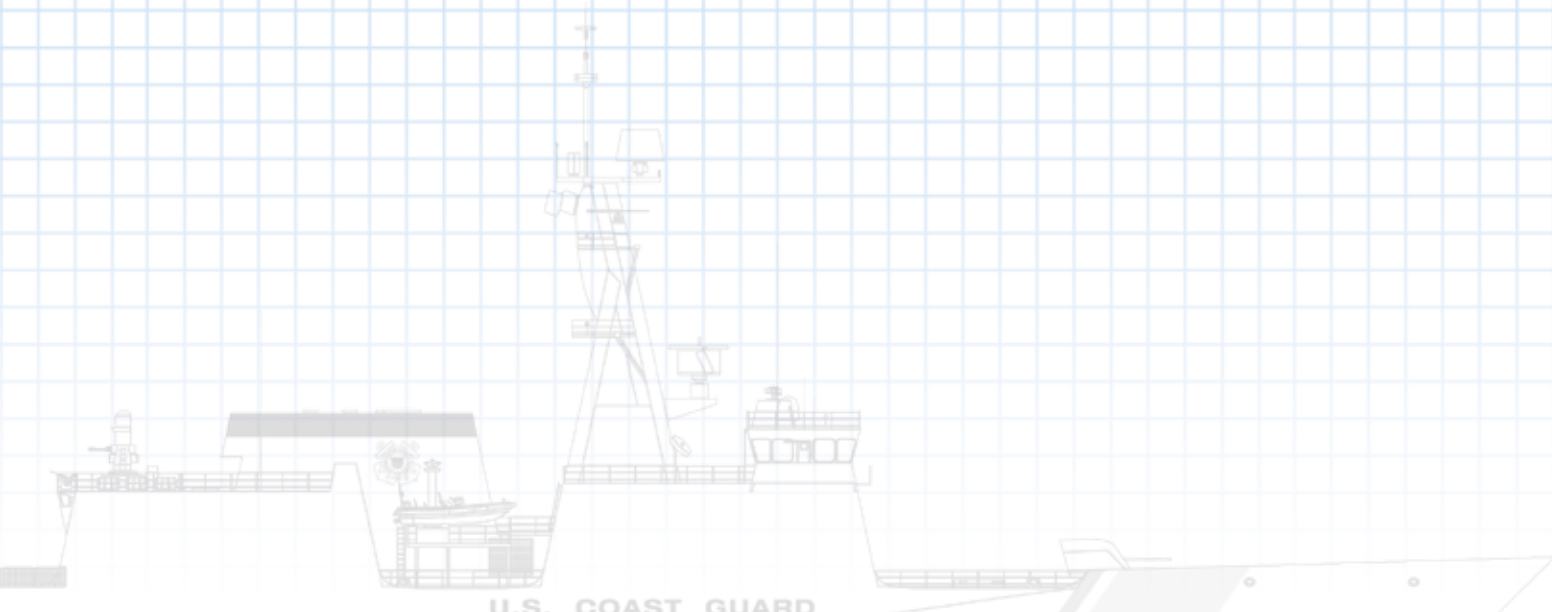
As the crew grew from roughly ten members to over 100, they began to focus more on accomplishing their mission.

The mission seemed simple, prepare to take delivery of a new cutter. Almost immediately, the crew began to struggle with the reality that almost every system and piece of equipment on board the Bertholf is vastly different than those encountered in the fleet. The Coast

← CHECK YN1 James W. Eells utilizes the Watchstation Qualification System to complete his walkthrough for the new Short Range Prosecutor on board the CGC Bertholf.



Photo by OS2 Kristofer Navarro, CGC Bertholf



U.S. COAST GUARD

Guard didn't have any inherent knowledge or experience with the new systems and most training was to be provided by non-Coast Guard entities.

Using the resources available, the crew began to learn about their new ship. They had varied experiences with the quality of instruction they received and decided to take control of the learning process.

They developed the Cutter Systems Learning Program to address the challenges they faced.

"Our crew decided that we wanted to be the experts on our equipment, and the Cutter System Learning Program empowers each sailor to become knowledgeable about gear not normally part of their job description," said BMCS Robert Montague.

CSLP is a multi-phase program that makes a crewmember the subject matter expert on a particular piece of equipment. Once they learn it, they're responsible for training the rest of the crew on that equipment or system. The crewmember also develops checklists, instructions and prepares material for the next National Security Cutter crew.

Crewmembers selected a piece of equipment to become subject-matter experts on, and then began by gathering all the information they could on that system. They contacted vendors and experts in the field to help develop

their training plans and scheduled visits to gain hands-on experience.

Then they went back to their divisions to prepare presentations and lesson plans. This collaboration also provided an opportunity to develop teamwork skills. Divisions worked together to oversee the training and help the crewmembers prepare materials; this way everyone on board was set up for success.

"Everyone was learning at the same level. No one had prior exposure to such advanced technology before stepping on board," said Ensign Miguel Augustin. "CSLP provided an opportunity for the crew to work together and develop an intimate knowledge of Bertholf's systems."

Engineering department members sat in on operations department training and vice-versa. After the general presentations were given to the entire crew, specific classes tailored to equipment operators



Photo by OS2 Kristofer Navarro, CGC Bertholf

↑ **TRAINING DAY** OS2 Jean Latimer of CGC Bertholf delivers a Cutter Systems Learning Program presentation on the AN/SLQ-32(V) electronic warfare suite.

→ **THAT'S THE FLUX CAPACITOR**

BM2 Tomas Torres walks BM3 Jake Hooks through the systems of the Short Range Prosecutor as part of Cutter Systems Learning Program Phase 3 hands on training May 16, 2007.



Photo by OS2 Kristofer Navarro, CGC Bertholf

were given that examined the nuts and bolts of each system.

They learned that in an optimally manned crew, each person has an important role to play to ensure mission accomplishment.

"We want to ensure the crew has ability beyond just safely sailing the ship," said Capt. Kelly Hatfield, executive officer of the Bertholf.

CSLP didn't just prepare the crew to operate the ship, it also educated the crew about their ship's mission while developing their leadership and public speaking skills.

"I don't know of many examples where a member straight out of A-school presents training to their commanding officer, but this provided them an opportunity to do so," aid Lt. j.g. Krystyn Pecora, Bertholf's training officer.

By making the junior crewmembers responsible for training, it placed them in a position of leadership. They were responsible for ensuring that everyone on board from

commanding officer to seaman apprentice knew what a system did and how to operate it.

Since CSLP was introduced, more than 50 presentations have been given to the crew about the equipment on board. The presentations were taped and compiled into DVDs. The program was selected as Pacific Area's choice for the

Commandant's Innovation Council Award for Training. The program was also the basis for Bertholf's leadership video.

CSLP DVDs have been delivered to the crew of the Woesche as well as the Naval Engineering Support Unit in Alameda,

Calif., to better inform them of the unique equipment on board the NSCs. The nine DVD set has also been included in the welcome aboard package for newly arriving crewmembers to review and learn about their new ship.

The crew began building their legacy when they formed up, but they're eager for the next step. Everyone aboard is ready to the Bertholf, the Coast Guard's most advanced cutter to join the fleet.

*"I don't know of many examples where a member straight out of A-school presents training to their Commanding Officer, but this provided them an opportunity to do so."*

*Lt. j.g. Krystyn Pecora*



1919

1920

1943

1983

2007

2007

HC-144A OCEAN SENTRY

# MODERNIZATION

1791

1873

1900

1967

2008

2008

NATIONAL SECURITY CUTTER

MARINE SAFETY

# MODERNIZATION

ICE OPERATIONS

SEARCH AND RESCUE

RESTRUCTURING: CHANGING OUR ORGANIZATIONAL DNA FOR SUSTAINABLE MISSION EXECUTION FAR INTO THE FUTURE

ANTI-DRUG OPERATIONS

DCO

LAW ENFORCEMENT

OPCOM

FORCECOM

DCMS



DEFENSE READINESS

MARITIME SECURITY

AIDS TO NAVIGATION

"WE ARE MODERNIZING THE COAST GUARD FOR SUSTAINABLE MISSION EXECUTION. POSITIVE CHANGES ARE UNDERWAY, AND TOGETHER WE ARE SHAPING THE FUTURE OF OUR SERVICE."

LIVING MARINE RESOURCES

MIGRANT INTERDICTION

MARINE ENVIRONMENTAL PROTECTION

\_REAR ADM. JODY BRECKENRIDGE, DIRECTOR, STRATEGIC TRANSFORMATION TEAM

Underway in the Bering Sea on a search and rescue mission. Suddenly the frigid ocean breaches the ship and the alarm sounds - forcing the crew to save each other.

# A RUSH OF TEAMWORK

Story by PA3 Luke Clayton, 14th Dist.

**E**MC Anthony Trueitt, CGC Rush's engineer of the watch, was swirling around in the Bering Sea's harsh roller coaster-like waves Feb. 2. Twenty five-foot walls of water and 50-knot winds pounded the crew while they searched for a Japanese balloonist who was reported missing 800 miles from the closest point of land.

Trueitt, sitting in the main control room of the Rush, a 378-foot high-endurance cutter, glanced up at the video monitor and noticed something wasn't right. Through the black and white grain of the screen he could see the bow propulsion compartment was flooding with frigid 32-degree water.

Trueitt's eyes widened when he saw the water sloshing around the

deck, so he instantly decided to send FN Anthony Bacigalupo, the security watchstander, to see what was wrong. Bacigalupo peeled back wall insulation to find a large crack gushing ice-cold seawater. Bacigalupo quickly called back to Trueitt that seawater had breached the hull of the Rush. The general alarm screamed through the Rush's bone-like frames. This wasn't a drill ... this was the real deal.

"As soon as the alarm sounded, the crew was there in under a minute," said Lt. Cmdr. Kathryn Clevenger, Rush's engineering officer.

The hull casualty response team immediately fell back on their training and responded with shoring equipment and patches for the three-foot crack. The crew knew they would need to use anything and everything to keep the compartment from taking on any more water. Mostly using pumps, they also employed buckets, which were filled with seawater and then dumped overboard. The team placed a patch over the crack and slowed the amount of water intruding through the hull. A two-person, 24-hour watch was set after the leak was contained. Teams, encased in Mustangs to withstand cold, stood steadfast watches.

"Everything was like clockwork," said Capt. Peter Bergeron, Rush's commanding officer. "Everyone,

including aviators and yeomen, volunteered to stand the patch watch."

The Rush's crew is highly trained to respond to casualties. Damage control training is required for the entire crew.

"We came out of TACT training weeks before the casualty," said Clevenger. "It was great seeing everyone come together." Clevenger said the training helped the crew respond quickly and resolve what could have been a catastrophe.

Although the leak was patched, Bergeron knew he had to get his ship into port for repairs. Bergeron set a course for the closest port, Dutch Harbor, Alaska. Rush's crew arrived at Dutch Harbor after five days of navigating through rough seas and heavy winds to begin repairs on the crack.

The crew, hired contractors, Naval Engineering Support Unit members and Maintenance and Logistics Command personnel worked non-stop for 14 days through blizzards and snowstorms to put the patch in place. Clevenger said corrosion and stress on the hull from the volatile sea conditions were determined to be the key factors for the crack in the hull.

After the temporary patch was put in place, the crew started the long journey back to the Rush's warm-

watered homeport where the 40-year-old cutter would undergo further repairs and tests.

"I'm immensely proud of the crew and their actions during the casualty and all-around work effort," said Bergeron.

The crew of 175 strives to keep the cutter in great condition, Bergeron said. With numerous hours of work the crew has been able to extend the life of the Rush to better serve in its many missions of maritime mobility, maritime safety, maritime security, national defense and protection of

natural resources. These are the fundamental roles that the Rush's crew is able to carry out with large amounts of teamwork and camaraderie.

The Rush's hull casualty response team was awarded the Coast Guard Meritorious Team Commendation by Bergeron Feb. 26, for keeping with the highest traditions of the Coast Guard while mending the hull. According to the citation, the actions of the crew are a direct reflection of their professionalism, loyalty and commitment to cutter Rush and the Coast Guard. Ⓔ



USCG Photo

↑ **NEED A BAND-AID** Snow blows by a gapping hole where repairs were being made to the CGC Rush, a 378-foot high endurance cutter based in Honolulu, in Dutch Harbor, Alaska. The Rush's damage control party plugged the crack that was sustained during rough seas to get to a port of safety.



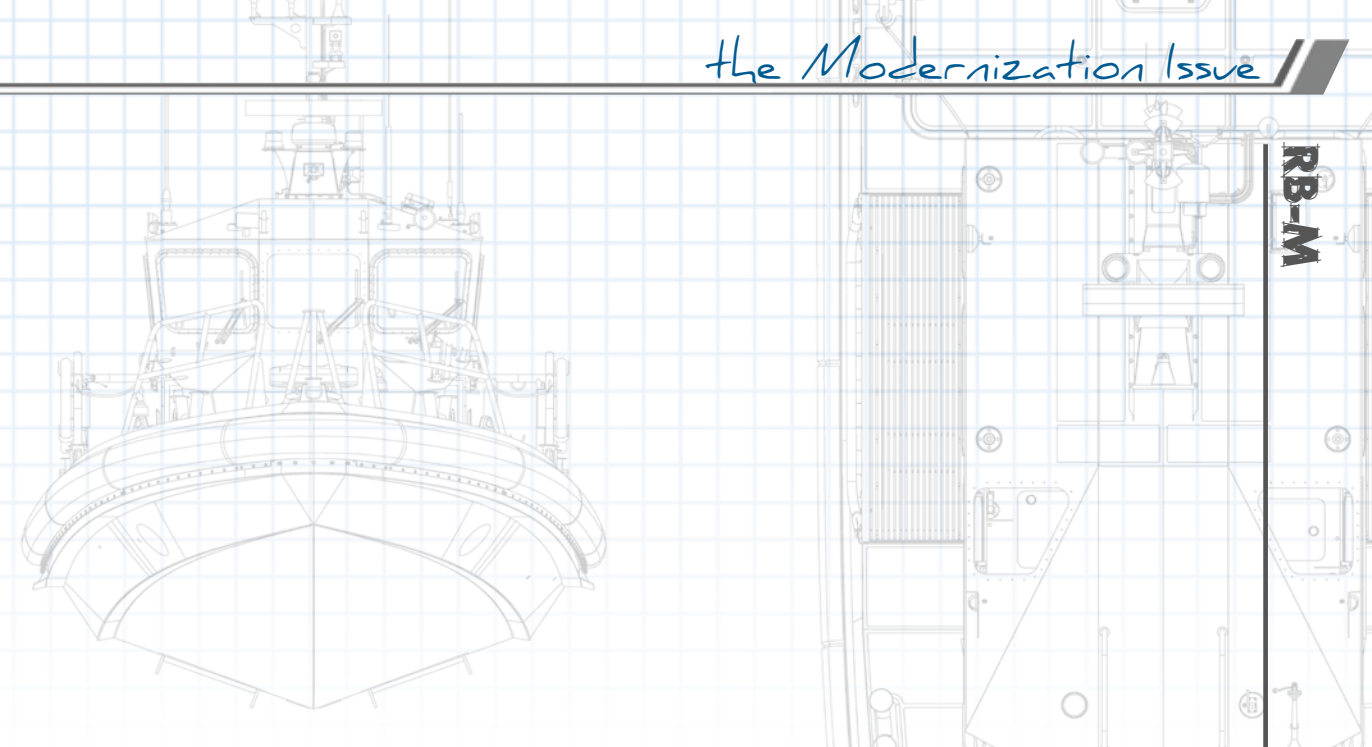
USCG Photo

↑ **DRILL TEAM** Members of the hull casualty response team drill a hole in the end of the three-foot crack to stop it from spreading.

The new Response Boat-Medium has all sorts of technology, including...

# JET POWER

Story by PAZ Dan Bender CG Magazine



RB-M

The artificial glow of instruments and displays pierce a jet black night. Outside, the low rumble of the engines drones a mechanical lullaby until the radio hisses and pops in your ears. A voice from miles away reveals your mission. Your grip tightens around the joystick and you throttle forward as the jets roar and push you farther into the darkness. But the inky abyss can hide nothing from the forward-looking infrared radar.

Yes, this is a Coast Guard story, and no, this has nothing to do with flying unless you think skimming waves atop a deep-v, double-chine hull at more than 40 knots is flying. This isn't a conceptual design either. It's the Response Boat-Medium and it's here now.

## AMENITIES

Of the many innovations incorporated into the RB-M, one in particular is likely to stand out. Air conditioning, possibly the holy grail for crews everywhere, comes standard on board the RB-M.

"It's beautiful," said BM1 Jeremy Goolsby, a coxswain at Station Little Creek, Va. This April the station received the first RB-M to be delivered to the Coast Guard. "The other day we were running with the AC on and it was really comfortable even though it was 75 degrees out and we were wearing float coats because of the water temp."

In addition to the climate-controlled pilothouse and survivors' compartment, the RB-M includes some heavy duty shock-mitigating seats, a microwave, built-in cooler and plenty of outlets to keep duty cell phones charged. Designers also improved on the potable water system of the 41-foot utility boat that the RB-M is intended to replace. The tank is removable, easier to clean and, the designers hope, more likely to be used.

There is also a removable tank for the head on board, but someone will have to empty that too. Whose job that is should be obvious.

"If you use it, you clean it," said Goolsby but added that emptying the cartridge is a pretty tidy process. "It's so clean it's not fun to make someone clean their own mess."

## → THRUST

The first production RB-M shows off its jet propulsion during the first series of RB-M testing in Seattle.

## ← BIRTHDAY SUIT

An RB-M takes shape at Marinette Marine's facilities in Seattle.



Photo by SK1 Chris Lane, RB-M Project Office

## PILOTING

Like several of the newer cutters, the RB-M steering and throttles are controlled by joysticks. According to Goolsby, learning to use the joysticks, which are mounted on the armrests of the coxswain's and navigator's chairs, is an easy transition.

"It's like playing a video game except you're controlling a 36,000-pound boat instead of a little digital guy."

Adding to the operational picture, the three navigation displays in the pilothouse are linked to the radar. This

allows a combination of navigation and radar contact information to be displayed at the same time and on the same display. This system also taps into DGPS, AIS and the infrared picture from the FLIR.

"At night you can see pretty much anything in the water out to a quarter-mile on the FLIR and it's really important having more than one plotter because you catch each other's mistakes. It makes things a lot safer."

Safety was a major consideration for the RB-M designers. Taking a few cues from the venerable 47-foot motor life boat, the RB-M is self-righting and has side wells to make it easier to recover people or objects from the water. Even the



Coast Guard photo

useg.mil/mag - Coast Guard - Issue 3 - 2008

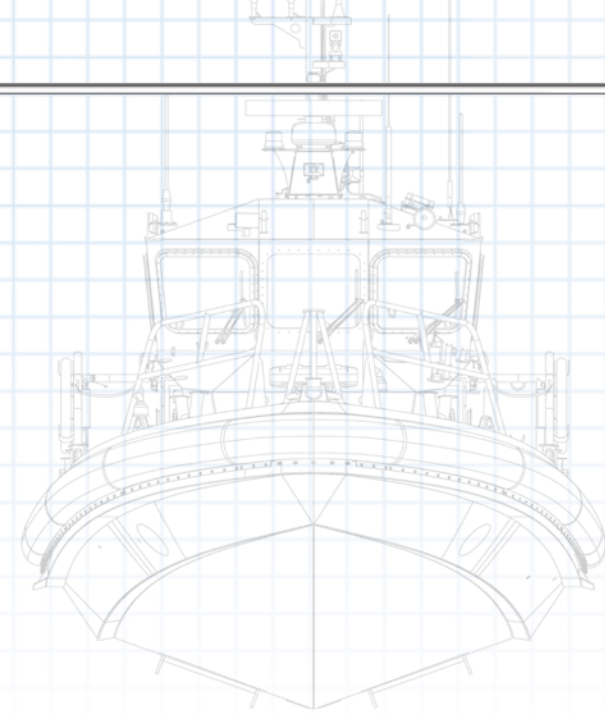




Photo by P&Z Zac Crawford, 13th Dist

→ **JOY RIDE**  
Coast Guard crews perform open water testing on the Response Boat-Medium for the first time in Seattle.

↓ **ROLLOVER**  
The rollover capabilities of the RB-M are demonstrated during initial field testing in Seattle.



hull design was selected to balance safety and performance. "Getting back safely is everything," said David Shepard, one of the RB-M project managers at Coast Guard Headquarters. "Everything from the self-righting ability to the navigation suite is about reinforcing safety."

### ENGINEERING

Dual 825-horsepower diesel engines and two Rolls Royce water jets propel the RB-M to a top speed of 42.5 knots and give it the power to tow an 87-foot patrol boat. Each main also powers one of two generators providing 16,000 watts of continuous power supply.

"It's a nice setup. Everything seems pretty easy to work on," said MK2 Karl Mailander, one of the engineers qualified on the RB-M at the station. "Filling the diesel tank takes longer than everything else."

Designers incorporated plenty of work space in the engine room so maintenance isn't just easier, it's comfortable too.

"There's a lot of room to walk around the engines and you can get at almost everything without taking things apart," said Mailander.

A monitor in the pilothouse that provides real-time engineering data and video of the engine room makes it easy to keep tabs on the equipment while underway.

"During a casualty it helps to be able to check out the space before you get anywhere near it," said Mailander, "You might be getting bounced off all of those hot spots if you had to go back there in some moderate seas."

### DEVELOPMENT

The RB-M program was launched in 2001 with the difficult task of replacing the UTB, the workhorse of the Coast Guard for more than 30 years. Making sure the new RB-M met the multi-mission capabilities demanded by operators, the program brought in a group of 22 highly experienced Coasties to lend their comments — thousands of them.

"Input from real operators is priceless," said Shepard. "They have the insight to see potential obstacles on the horizon so they could be addressed before the boat ever hits the water."

After selecting the winning bid, the Coast Guard's RB-M project team approved an initial run of six boats for testing in the field. They are being sent to six geographically diverse locations to assess their performance in different environments.

"Examining these boats in the different settings is the one thing you can't do in trials with the contractor," said Shepard. "It's sort of the final piece in the contract puzzle."

Once feedback from the initial six is complete, the Coast Guard will decide whether or not to approve full production of 180 boats with an option for up to 70 more. If this happens, the project team expects production of about 30 RB-Ms a year and completing replacement of the UTB by 2015.

More information is available at [responseboatproject.net](http://responseboatproject.net).



Photos by SK1 Chris Lane, RB-M Project Office



Photo courtesy of EADS CASA.



Photo by PAC Sarah Foster, CG-925

*HC-144A Ocean Sentry achieves two firsts*

**A** couple of hours into a routine training mission over the Gulf of Mexico, the newest Coast Guard airplane was tested in a real-time situation. "We heard some chatter over the radio about a possible F-15 fighter jet collision and pilots in the water," said Lt. Cmdr. Travis Burns, an HC-144A Ocean Sentry pilot from the Coast Guard Aviation Training Center in Mobile, Ala. "According to the coordinates given, we were close and could respond fairly quickly." The Ocean Sentry's was put to the test during its first search and rescue mission and its first use as an on-scene coordinator platform, when two F-15C fighter jets on

a routine training mission from Eglin Air Force Base collided several miles off the Florida coast, south of Panama City Feb. 20.

One pilot died, but through the combined efforts of the Air Force, a Good Samaritan fishing vessel and several Coast Guard assets, one pilot was rescued alive.

After receiving the approval from the operation command center to divert from training and respond to the crash, the crew began their course and preparations for a search and rescue mission.

While en route to the scene, the crew began testing some of the newest search and rescue capabilities such as the Automatic Identification System, which positively identified the fishing vessel assisting in the search and eliminated confusion among other vessels, and the Flight Management System, which provided real-time map positions enhancing the Ocean Sentry crew's situational awareness.

Shortly into the search and rescue the Ocean Sentry was contacted by an additional F-15 fighter jet pilot who was

searching the area with information concerning the crash.

"We were communicating with a U.S. Air Force F-15 pilot that was flying on scene and he began relaying information to us," said Lt. Cmdr. Te-Ali Coley, the Ocean Sentry co-pilot. "To save time, we followed the F-15 pilot to the approximate site and began our search."

With the F-15 pilot flying overhead, the Ocean Sentry crew was informed there was a fishing vessel named Nina on scene involved in the search as well.

Soon after beginning search patterns over the site, the left observer, looking out of the observation bubble, shouted, "mark, mark, mark," Burns said. This command is given when something of interest is spotted in the water and also gives pilots direction to which side of the plane to look and where to go from there.

The Ocean Sentry crew radioed the Nina with the location of one of the downed pilots. The crew of the Nina pulled the pilot onto the vessel who then spoke directly to

the Ocean Sentry crew and conveyed the approximate position of the second downed pilot.

"The fact that we were able to talk to one of the pilots was a tremendous help," Burns explained. "We gathered more information from the Air Force pilot aboard the Nina and then passed it on to the Falcon jet that had arrived on scene."

When the search and rescue mission began, the Ocean Sentry only had approximately two hours of fuel remaining. Low on fuel, they transmitted all information, to a HU-25A Falcon jet and crew, also from ATC, and returned to base.

Although undergoing integration and operational testing, the Coast Guard's newest airplane proved that it could perform with the best of the fleet during a search and rescue mission.

"This was a bittersweet moment in aviation," said Burns. "We are extremely happy that the Ocean Sentry was able to perform as it did, but on the other hand we lost a military aviator; that's never easy." ☺

# HC-144A OCEAN SENTRY

Story by, PA2 Thomas Blue, 8th Dist.

*useg.mil/mag - Coast Guard - Issue 3 - 2008 4*

Story and photo by  
PAZ Bobby Nash, PADET Jacksonville

# SHARPENING DOLPHIN TEETH

The new MH-65C may look like any other Coast Guard-65 out there, but this dolphin has teeth and is taking a bite out of the drug trade. All HH-65Cs will eventually receive the necessary conversions to transform the entire fleet into the MH-65C. The first 10 MH-65Cs can all be found at the elite Helicopter Interdiction Tactical Squadron in Jacksonville, Fla., with more helicopters expected to arrive soon at other air stations around the Coast Guard.

The new helicopter replaced the MH-68A as the helicopter of choice in the Coast Guard's campaign against drugs. The Coast Guard used the MH-68A Stingray with great success; however, due to rising costs associated with the leasing of the MH-68A, the Coast Guard ended the contract on the Stingray and made the switch to the MH-65C.

The move allows the Coast Guard to further standardize its helicopter fleet, which helps with maintenance, spare parts and crew knowledge of the aircraft. Although the MH-65C isn't as nimble as its predecessor, it has plenty of upgrades that were lacking in the MH-68A.

"The new aircraft is turning out to be an exceptional aircraft for this (counter narcotics) mission," said Cmdr. Matt Rother, standardization officer and lead instructor pilot at HITRON.

"The great thing that we like is that we can go out on patrol longer and it's a much smoother ride, which gives the gunner the ability to hit the target much easier than the other aircraft," said Rother.

Some additional features on the helicopter are the addition

of a forward looking infrared device and heads-up-display to enhance night operations and an electro-optical sensor system to enhance detection capabilities.

The new helicopter is still equipped with a precision .50 caliber rifle and M240B machine gun. The rifle is used to disable non-compliant vessel engines, while the machine gun can be used for warning shots and crew protection.

The helicopters began arriving at HITRON in September 2007. Since then, HITRON crews have been busy training in the new aircraft and putting it through the paces. Recently, HITRON deployed with the CGC Bear, from Portsmouth, Va., to the Caribbean Sea in support of Campaign Steel Web.

A recent case began when a Coast Guard C-130 Hercules

Basic tactics employed during a helicopter tactical interdiction

## Phase 1 — Reconnaissance

Perform reconnaissance, maintain maximum stand-off distance from suspect vessel while enabling adequate reconnaissance. Perform on-scene arrival threat assessment to identify any threats to the aircraft, as well as distinguishing characteristics of the vessel.

## Phase 2 — Signaling

The aircraft crew will signal the vessel to stop through using both visual and audio commands. If these signals are unsuccessful then warning shots, the last step of signaling, can be employed.

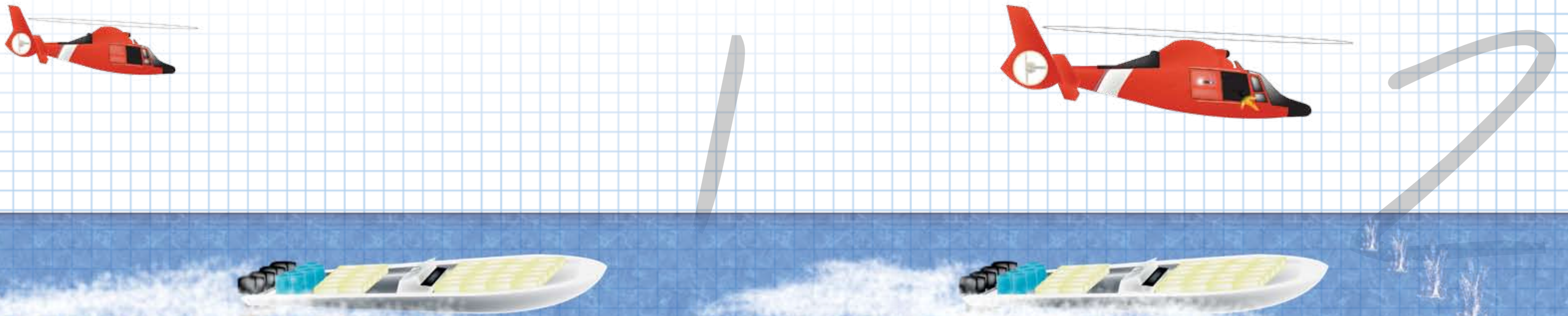




Photo by PAC Donnie Brzuska, PNOET Jacksonville, Pa

aircrew from Air Station Clearwater, Fla., conducting law-enforcement patrols in the Western Caribbean Sea, sighted a suspicious go-fast vessel Mar. 18. When the smugglers knew they had been detected, the go-fast vessel immediately departed the scene at a high rate of speed.

The Bear dispatched its embarked MH-65C helicopter and aircrew to stop the vessel. The Bear also launched one of the cutter's small boats with a law-enforcement team aboard.

The smugglers aboard the go-fast vessel began dumping bales overboard and continued to flee. The HITRON aircrew used warning shots to stop the go-fast. The smugglers and go-fast limped into territorial seas and evaded capture when

the aircraft had to depart the scene to refuel. The Bear's boarding team did recover 50 bales of cocaine with an estimated value of \$100 million.

"We are proud to have served on the front line of the U.S. Counter Narco-Terrorism efforts over the past two months, and are pleased to have kept more than 3,200 pounds of pure cocaine off the streets of America," said Cmdr. Raymond W. Pulver, commanding officer of the CGC Bear. "The opportunity to deploy with the Coast Guard's new aerial use-of-force helicopter, including its first two interdictions, was also very rewarding."

With all of the benefits of the new aircraft, HITRON is looking forward to continued success against the war on drugs. ☺

### HITRON COMPARISON

MH-65C vs MH-68A

INVENTORY:	10	8
MAX WEIGHT: (POUNDS)	9480	6613
FUEL CAPACITY: (POUNDS)	1900	1055
MAX ENDURANCE: (HOURS)	3HR. 30MIN.	2HR. 15MIN.
MAX SPEED: (KNOTS)	175	168
MAX RANGE: (NAUTICAL MILES)	400	363
NORMAL CREW:	3	3
MULTI-MISSION:	YES	NO
STANDARDIZATION/ SIMULATOR SUPORT:	YES	NO
ANNUAL FLIGHT HOURS:	7000	4800
COST PER FLIGHT HOUR:	\$4,800.00	\$6,000.00

#### Phase 3 — Interdiction

If the vessel refuses to comply in phase 2, then phase 3, interdiction, is employed. This phase consists solely of disabling fire. Disabling fire requires intense aircrew coordination and the aircraft will be positioned to allow for a safe and effective shot. Disabling fire will be achieved by shooting into the vessel's engines, and/or control systems.

#### Phase 4 — Endgame

Armed aircraft will remain on scene providing presence and force protection for the boarding team.

MH-65C

usegimil/mag - Coast Guard - Issue 3 - 2008 45



Illustration by PA1 David Mosley, CG Magazine

Rescue 21 aims to upgrade communication capabilities and close coverage gaps.

# HEAR THE CALL

Story by  
PAZ Thomas McKenzie,  
Rescue 21

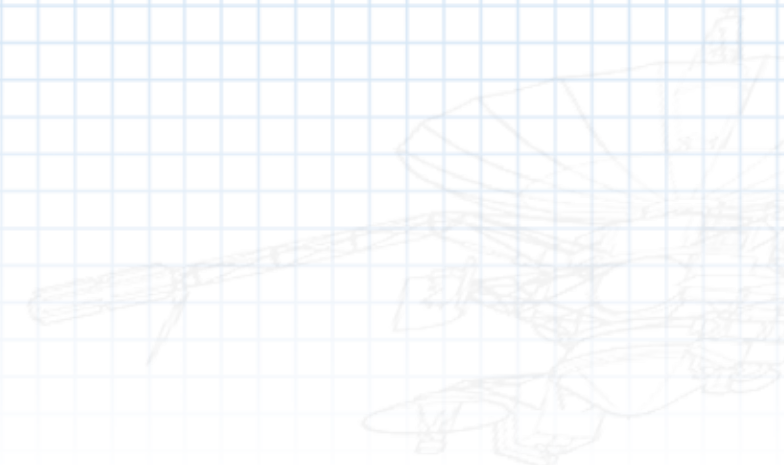


Photo by Hon Leung, Rescue 21

## ↑ TOWERING

The Rescue 21 tower in Cape May, N.J., was one of the first built.

In May of 1994, the Coast Guard recognized their 70s era National Distress Response System was fast becoming obsolete. The system's direction-finding capability was little more than the needle of a compass - mariners in peril were somewhere out there, along a wavering line.

Radio equipment was outdated, forcing watchstanders to act as telephone operators in order to work with first responders and other agencies. Most disturbing were the 88 known coverage gaps along the coastal areas -- dead zones where the distressed cries of boaters sometimes went unheard and unheeded.

Rescue 21 is the Coast Guard's advanced command, control and communications system. Created to improve the ability to assist mariners in distress and save lives and property at sea, the system is currently being installed in stages across the United States.

Harnessing cutting-edge communications technology, Rescue 21 enables the Coast Guard to perform all missions with greater agility and efficiency.

It supports Digital Selective Calling for registered users, and provides portable, deployable towers for the restoration of communications during emergencies and natural or man-made disasters.

The system's expanded frequency capacity enables greater coordination with the Department of Homeland Security as well as other federal, state and local agencies and first responders.

The new system will close the 88 known coverage gaps in coastal areas of the United States, enhancing the safety of life at sea.

The system's new direction-finding technology locates mariners in distress using multiple towers and lines of bearing. This will also help cut down on hoax calls.

Not only are watchstanders now able to hear the call with enhanced clarity and simultaneous channel monitoring, two UHF and three VHF channels, Rescue 21 also allows them to record and play back distress calls.

When completed, this vital, major systems acquisition will cover more than 95,000 miles of coastline, navigable rivers and waterways in the continental United States, Alaska, Hawaii, Guam and Puerto Rico.

It's difficult to command and control anything when you don't know what's out there. For the Coast Guard, saving lives means having maritime domain awareness.

And that means Rescue 21. ☺



# RESTRUCTURING: CHANGING OUR ORGANIZATIONAL DNA FOR SUSTAINABLE MISSION EXECUTION FAR INTO THE FUTURE

**C**hange is a natural part of our Service's history. All strong, high-performing organizations must continually take stock of themselves. The organizational changes that make up the Coast Guard Modernization are based on extensive studies and analysis, lessons learned from 9/11 and Hurricane Katrina as well as the Coast Guard's strategic planning process. These changes represent a holistic look at our Service and are focused on enabling the Coast Guard to meet the

challenges of today and into the future. The organizational enhancements being planned will transform the Service's command and control structure, support system and business practices to best position the Coast Guard for sustainable mission execution. They will also strengthen unity of effort by better aligning the Service with the Department of Homeland Security, the Department of Defense and our interagency partners. The modernization efforts being planned are

interrelated, linked components of an overarching strategy to build on the strengths that have made the Service successful in the past. These changes will capitalize on today's technologies, ingenuities and efficiencies in order to provide stronger focus on the needs of our workforce and ultimately conduct Coast Guard business smarter. In short, the Coast Guard Modernization will make the Service's support systems more responsive to our operators,

make our force structure more responsive to mission execution, and overall make the Coast Guard more responsive to the Nation. The modernization efforts, which make up the organizational DNA of the Coast Guard's future, are listed below. For the latest details on each of these planning efforts, including Frequently Asked Questions, please go to the CG Modernization site on CG Central at <http://cgcentral.uscg.mil>.

**DCO:** The Deputy Commandant for Operations consolidates all Coast Guard operating programs and policies under the leadership of a single deputy commandant to increase operational focus and unity of effort.

**OPCOM:** Coast Guard Operations Command will be the primary command responsible for Coast Guard mission execution.

**FORCECOM:** Coast Guard Force Readiness Command will be the primary command responsible for managing operational readiness, force allocation and doctrine for the Service.

**DCMS:** The Deputy Commandant for Mission Support will unify and manage the Coast Guard's support and logistics systems to enable life-cycle management of assets from acquisition to decommission and maintain a flexible, responsive Human Resource system.

**MODERNIZATION**

RESTRUCTURING: CHANGING OUR ORGANIZATIONAL DNA FOR SUSTAINABLE MISSION EXECUTION FAR INTO THE FUTURE

DCO  
OPCOM  
FORCECOM  
DCMS

MARINE SAFETY  
ICE OPERATIONS  
SEARCH AND RESCUE  
ANTI-DRUG OPERATIONS  
LAW ENFORCEMENT  
MARITIME SECURITY  
DEFENSE READINESS  
AIDS TO NAVIGATION  
LIVING MARINE RESOURCES  
MARINE ENVIRONMENTAL PROTECTION  
MIGRANT INTERDICTION

"WE ARE MODERNIZING THE COAST GUARD FOR SUSTAINABLE MISSION EXECUTION. POSITIVE CHANGES ARE UNDERWAY, AND TOGETHER WE ARE SHAPING THE FUTURE OF OUR SERVICE."

REAR ADM. JODY BRECKENRIDGE, DIRECTOR, STRATEGIC TRANSFORMATION TEAM

# HOW TO: STAY UP-TO-DATE

Content provided by CG-9

Delivering the Goods is a comprehensive information and analysis publication about the Coast Guard's \$27 billion investment in modernization. Published monthly by the Coast Guard's Acquisition Directorate (CG-9), the newsletter delivers hard news and features that cover the development, procurement and fielding of state-of-the-market equipment for mission readiness across all of the Coast Guard's operating domains.

Delivering the Goods is a free, electronic publication available to the public and Coast Guard audience. Each issue provides a behind-the-scenes look at the Coast Guard's latest technologies and how these are being used in real-world operations. From research and development, acquisition program management, shipbuilding, aviation, command and control and foreign military sales, Delivering the Goods aims to be the one-stop source for all Acquisition news.



AVAILABLE ONLINE AT:

<http://www.uscg.mil/acquisition/newsroom/newsroomform.asp>

**inside:**  
Product Spotlight.....pg 2

[www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)



## Delivering the Goods

Special Edition 2008

News from the U.S. Coast Guard  
Acquisition Directorate

### Coast Guard H-60 Conversion Project Looks to Commonality, Support Infrastructure in Acquisition Success Story

By Hunter C. Keeter

WASHINGTON—The Coast Guard's HH-60J Conversion Project—which will modernize the fleet of 42 Jayhawk helicopters—is making use of technology held in common with other aircraft and a robust support infrastructure to deliver on one of the highlights of the service's aviation product line.

Under the effort, the Coast Guard's Jayhawks receive new electronic equipment, many elements of which are similar to the equipment procured for the H-65 Dolphin Conversion and Sustainment Project. When the upgrades are complete, the Coast Guard's H-60Js will be re-designated MH-60T, just as the service's H-65s are re-designated MH-65C after conversion.

"The Electro-optical/infrared (EO/IR) Sensor System, which is manufactured by FLIR Systems Inc., will be 100 percent common between the two platforms," Stephen A. Kellogg, manager of the H-60 Conversion Project, said during a June interview. "EO/IR developmental work completed on an H-65 is being integrated into the H-60 project. This project also provides new mission capabilities to the Coast Guard's search and rescue units, including weapons at Airborne Operations Centers."

MH-60T No. 6027 conducts a hoist recovery during a training mission following the aircraft's upgrade. The H-60 Conversion Project will upgrade 42 Jayhawks with state-of-the-market avionics, a new wiring harness and advanced mission systems at the Coast Guard Aviation Repair and Supply Center, Elizabeth City, N.C. USCG photo



You don't have to wear an orange stripe...

# to be a Lifesaver

Story by PA3 Barbara Patton, PADET New York

On the icy fringes of the North Atlantic, a massive cruise ship glides westward across a quiet sea during its maiden voyage to New York Harbor. The vessel is an engineering marvel; it's stronger and faster than anything that ever came before. As the ship effortlessly slips through the water, an iceberg violently rakes the hull, cutting a jagged scar through the 'unsinkable' RMS Titanic.

It's a well-known story, but this tragedy led to the creation of a much lesser-known program that has saved many thousand more lives than were lost on the Titanic.

The crew of the steel behemoth fired flares high into the sky —

flaming red arcs observed from the deck of the Californian, another large vessel 19 miles north of the Titanic. The Californian's captain, Stanley Lord, was notified by his crew of the sighting, but it was quickly dismissed as a celebration aboard the liner. The captain had no idea 1,517 people were about to die.

A plan was created to identify other vessels in the vicinity of a ship in distress that might be able to help in a situation just like this. The idea remained in limbo until the dawn of computer technology when the Coast Guard and commercial shipping representatives formulated the concept of the Atlantic Merchant Vessel Reporting System.

AMVER went into affect July 18, 1958.

Today the program spans the globe and is no longer limited to the Atlantic Ocean. Its formal name was changed to Automated Mutual-Assistance Vessel Rescue System to reflect this, but mariners still know it as AMVER.

Thousands of ships are available for AMVER rescues every day and hundreds of lives are saved each year. With less than twenty dedicated, full-time employees, AMVER coordinated the rescues of 450 people in 2007. When an AMVER request comes in, they identify nearby ships and select the ones that are the most capable to assist, depending on the situation

→ **QUICK STEP** Crewmembers from the motor vessel Mighty Servant I rescue the crew of a disabled sailboat approximately 365 miles north of Bermuda May 24, 2007.

Photo courtesy of AMVER





Photo courtesy of AMVER

according to Benjamin Strong, director of AMVER Maritime Relations.

As coordinators of the program prepare to celebrate its golden anniversary in 2008, they are reminded of the lives saved because of the program.

"It's a humbling experience. I only sit a desk," said Strong. "All these mariners risk their lives to help others."

AMVER frequently awards vessels for participation and for the rescues they perform, but the greatest reward is the thanks of the fellow mariners they have saved.

Harry LeBlanc and four other crewmembers were rescued by an AMVER participant while transporting a 45-foot boat to the Caribbean from Salem, Mass., in 2007. They were 1,400 miles into the trip when the rudder completely sheered off the stern, said LeBlanc. Sitting in 10 to 15 foot seas in the middle of the night, the weather looked like it was only going to get worse.

"We checked the weather model and found that we had several low pressure systems around that had the potential to blow up into some big storms," said Le Blanc.

After contacting the Coast Guard, an AMVER participant was located 70 miles away and was on scene by daybreak.

"We were expecting something a little smaller," LeBlanc said with a chuckle. Their rescuer happened to be the gigantic tanker Atlantic Prosperity.

The crew of the Japanese ship threw their cargo nets overboard and told them to jump in said Le Blanc.

"That was the scariest part. If you missed the net you hit the ocean and there was no way they could recover you."

LeBlanc said that the incident has made him more aware of maritime safety and that he didn't know anything about AMVER before it happened.

"I recommend anyone operating a commercial vessel to join because you never know when you might be able to help someone out," said Le Blanc. "If it weren't for the program, I don't know if I would be here."


He's not the only one. 



Photo courtesy of AMVER

↑ **CHARTING HISTORY** Navy watchstanders at the Automated Mutual-Assistance Vessel Rescue center plot vessel movements across the North Atlantic circa 1960.

← **RAG DOLL** A sailboat in heavy seas 645 miles off the coast of Virginia awaits rescue from the vessel Anthemis Nov. 10, 2006.

# FORGOTTEN:

## THE U.S. COAST GUARD CONTRIBUTION TO THE NORMANDY INVASION

STORY BY SCOTT PRICE - PHOTOS COURTESY OF USCG HISTORIANS

About 64 years ago, in the largest amphibious invasion in history, Allied forces landed on a hostile shore in the name of freedom. Amongst the thousands of ships making the voyage from England to the coast of France were 97 warships, transports, landing vessels and cutters manned by Coast Guard crews. Although their numbers were small, their contributions to the success of the invasion were many.

Coast Guard coxswains and boat crews landed combat forces on the beach under heavy enemy fire while Coast Guard officers directed the landings on the most fiercely contested areas of Omaha beach. Coast Guard cutters and their crews rescued survivors of sunken landing craft in the cold waters of the English Channel. A Coast Guard-led assault force helped liberate the vitally important port city of Cherbourg while others helped build and care for the huge artificial harbors built right off the invasion beaches.

On June 6, 1944, Coast Guard crews manning a variety of Navy vessels landed on Omaha and Utah beaches where they lost more ships to enemy action than at any time in Coast Guard history. Although their contributions

were significant, these valiant Coast Guardsmen are little remembered for their actions that day.

The heart of the Coast Guard's contribution during the invasion was the participation of a flotilla of landing vessels known as Landing Craft, Infantry, Large or LCI(L)s. Named LCI(L) Flotilla Ten, it was under the command of Coast Guard Capt. Miles Imlay and consisted of a total of 36 LCI(L)s. Twenty-four of those were Coast Guard manned and were veterans of the landings at Sicily and Salerno. These battle-tested craft were small, ocean-going vessels that could carry 200 assault troops and land them directly on a beach via two ramps deployed on either side of the vessel's bow.

Prior to the invasion, these vessels were based out of the Dart River near Dartmouth and the flotilla's officers were billeted at Greenway House - the nearby estate of novelist Agatha Christie. Twelve of the Coast Guard-manned landing craft participated in the Utah beach landings while the remaining 12 landed troops along the Omaha beachhead.

Imlay served a dual role that day, for while he

commanded the LCI(L) Flotilla, he also served as a Deputy Assault Commander off Omaha Beach. In his flagship, LCI(L)-87, he sailed off the Omaha beach-head under enemy fire all day, directing the incoming craft and vessels to their appropriate landing areas on the beach.

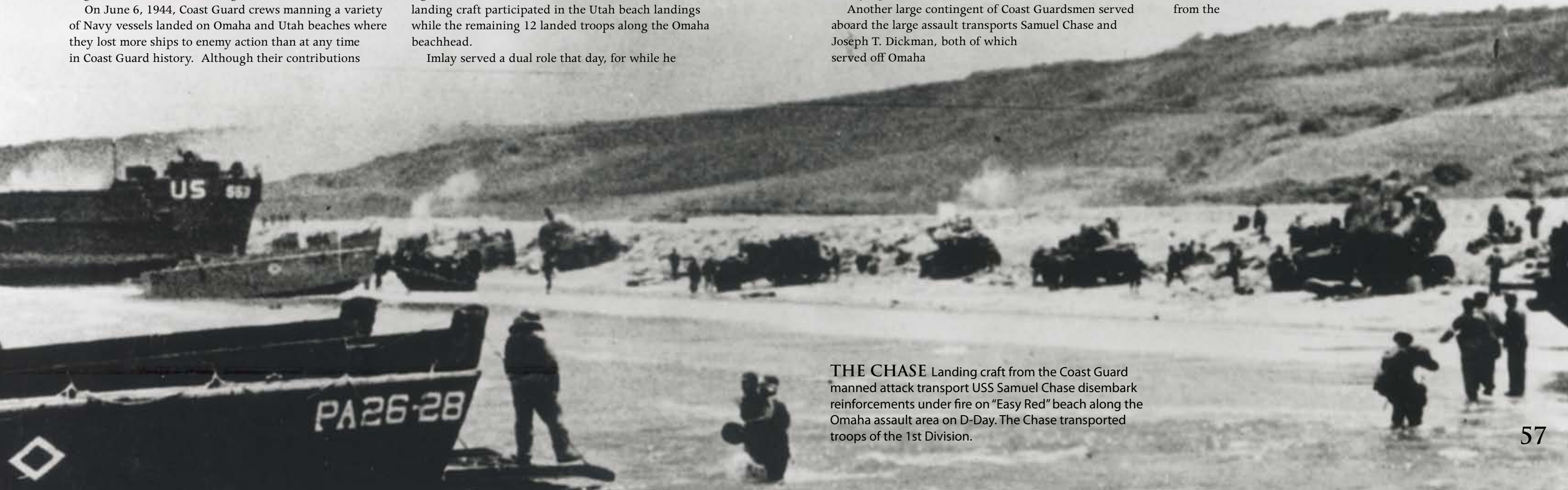
The LCI(L)s under his direct command at Omaha Beach faced a particularly tough morning on June 6 when they approached the shore a little after 7:30 a.m., about an hour after the initial landings. By this time, the sun was up and German defenses were alerted. Beach defenses included mines attached to long poles stuck in the sand - many of which were covered by the rising tide. They, along with German artillery and machine gun fire, took their toll of Allied ships and men, including four of the Coast

Guard-manned LCI(L)s that morning. Nevertheless, all LCI(L)s successfully landed their charges right under the enemy's guns.

Another large contingent of Coast Guardsmen served aboard the large assault transports Samuel Chase and Joseph T. Dickman, both of which served off Omaha

Beach, and the Bayfield, which served as the flagship for the assault on Utah Beach. These assault transports, anchored well off shore, in some cases over 15 miles from the beaches. The troops they carried disembarked into smaller Landing Craft, Vehicles, Personnel (LCVPs) that took them to shore. The Coast Guard coxswains and crews, usually three to a landing craft, carried a squad or more of troops over the many miles of rough water to land their charges directly on the beaches. Most participated in the first assault waves at Normandy.

The largest contingent of Coast Guardsmen that sailed to Normandy were aboard 59 Coast Guard 83-foot cutters. Sixty such cutters had been gathered from the east coast of the U.S. and transported piggyback-style aboard merchant vessels to England at the behest of President Franklin Roosevelt. The President directed that the Coast Guard should be on hand to rescue survivors from the



THE CHASE Landing craft from the Coast Guard manned attack transport USS Samuel Chase disembark reinforcements under fire on "Easy Red" beach along the Omaha assault area on D-Day. The Chase transported troops of the 1st Division.



expected heavy losses the invasion forces would incur.

The cutters' only duty was to serve as rescue craft. Based out of Poole, England, they trained intensely in the months prior to D-Day. Thirty of the cutters served with the Utah and Omaha invasion forces while 30 served with the British and Canadians assaulting the beaches of Gold, Juno and Sword. Divided equally between the American beaches to the west and the British and Canadian landings to the east, they rescued over 400 survivors on D-Day alone. By the time their operations were concluded, they had rescued over 1,400 men and one woman from the English Channel.

The final contingent afloat were the Coast Guardsmen aboard 11 Landing Ship Tanks (LSTs). Six landed troops and supplies on Omaha and Utah beaches while the other five landed at the Gold, Juno or Sword assaults. After the initial landings, they were put to use taking casualties and prisoners back to England and bringing more troops and supplies back to the beachhead.

One of the most unique and unheralded adventures



↑ **NORMANDY** A panoramic view of the Omaha beachhead after it was secured. LST-262, the third beached from the right, was manned by the Coast Guard.

undertaken by Coast Guardsmen in Normandy was led by Cmdr. Quentin Walsh. He organized, trained and commanded a Navy reconnaissance team, part of which he took into Cherbourg on June 28, 1944. He and 16 men were sent in to assess the port's condition and determine how to make it operable quickly after it was captured.

Cmdr. Walsh led his motley team of submachine gun totting sailors into the city where they encountered small pockets of resistance. In short order, using a combination of guile and bluff, they captured over 750 Nazis without firing a shot. He and his men also freed 53 U.S. airborne troops that had been captured on D-Day when they were mistakenly dropped into Cherbourg. For his daring, the Navy awarded Cmdr. Walsh the Navy Cross, one of only six Coast Guardsmen to be so decorated during the war.

The invasion of Normandy led directly to the fall of Nazi Germany and the liberation of occupied Europe. That success came at a terrible cost, even for the nation's smallest armed service. A total of 15 Coast Guardsmen were killed in action on D-Day with dozens more wounded. Four LCI(L)s were lost as well with two burning on Omaha beach all day where their funeral pyres served as landmarks for incoming ships. Many of the LCI(L)s and LSTs were damaged on June 6 and the days that followed, and two 83-footers were lost in the great storm that hit the area later that June. Their sacrifice was not in vain and should never be forgotten.

← **COASTIES, NOT PIRATES** Crew aboard a USCG-6 with the cutter's unofficial logo painted on their helmets. The cutter was part of the Rescue Flotilla One at Normandy.

# GREENWAY HOUSE:

## A PIECE OF COAST GUARD HISTORY

STORY BY DAVID RIFFLES, USCGR

On Dec. 29, 2007, I took a step back in history — U. S. Coast Guard history. I visited Greenway House in Devon, England, home to Agatha Christie from 1938 to 1959. In Spring 1944, Greenway House was requisitioned by the Admiralty to be used as the billet for Flotilla 10 Coast Guardsmen.

The commanding officer of Coast Guard Flotilla 10 was Capt. Miles Imlay. Landing Craft, Infantry, Large (LCI (L)) 96 was anchored in the River Dart. The commanding officer of LCI(L) 96 was Lt. j.g. Marshall Lee.

Today, Greenway is under total restoration, as time, weather and lack of care have made it too dangerous to inhabit. It is just one of many properties entrusted to the National Trust, but it is very special to us. The National Trust has allocated over £5 million and has in place a formable schedule for completion in the capable hands of Ms. Robyn Brown, who is the director and property manager of Greenway. The restoration is well underway with the stable area and gardens having been completed, but the main house remains the biggest problem.

All the artifacts have been removed and are being individually cleaned and cataloged and will be repositioned upon completion of the restoration. The most important room (to us) is the library where Lt. j.g. Marshall Lee, USCGR painted his frieze, and this was the primary purpose of my visit on Dec. 29, 2007. I was honored to present a plaque from Adm. Allen, Commandant USCG, to The Greenway Trust, accompanied by a letter to Ms. Brown.

Upon my arrival I was met by Ms. Brown and given a remarkable tour of the property and gardens. I had assumed progress on the main house would have been farther along and had not dressed accordingly to go climbing over stanchions and stepping over holes in the floorboards and those other things associated with such a restoration project, but

→ **THE HOUSE** Greenway House was used as a billet for USCG men in 1944. In her autobiography, Agatha Christie complimented the flotilla on their kindness.

nevertheless I enjoyed my tour immensely, especially the time spent in the library. The British Admiralty repainted the house after the war, but was requested by Ms. Christie to leave the frieze alone, and as noted by Adm. Allen, she considered it "modern archeology."

Ms. Christie's daughter, Rosalind, had a few areas of the library painted over, and one small piece near the front wall received some damage from rain, but otherwise the frieze is just as Lt. Lee created it. I would love to hear his version of just what was in his mind as he painted the different elements. One can picture the whole voyage, from the time the Coast Guard picked up the boats in Orange, Texas, the various places they stopped on their voyage to England (Galveston, Houston, Key West, Norfolk, Bermuda, British West Indies, Gibraltar, among others) and, more importantly, individual ports and actions seen during the War (Port Lyautey Morocco, Licata Sicily, Bizerte Tunisia and Algeria).

Greenway is scheduled to re-open in March 2009 and should be included on your list of "must see" properties as a member of our U.S. Coast Guard family.



## Command Center with a Hitch

Story by  
Lt. Andre Whidbee,  
CG-7611

Evacuations during Hurricane Katrina forced response coordinators out of their command centers without their normal command and control capabilities. Radios, cell phones and PDAs kept them connected but there were huge gaps in the operational picture. Leaders immediately recognized the need for a mobile command post that could be brought in to fill those gaps. The Mobile Command Center Project was born.

The project team came up with a four-pronged solution, but the centerpiece of the project is the enhanced Mobile Incident Command Post. From the outside it looks like any other trailer, but inside it's packed with a communications array to serve as the nerve center during even the largest Katrina-sized response.


A radio room, office and conference room contain almost all the tools found in a normal command center. The rig can connect 20 standard workstation

laptops to the Coast Guard Data Network. Classified and secure communications are available through phone, videoconferencing, and other networks.

Connecting with other agencies in the field will be smoother than ever before. The eMICP carries a patch panel that can accept almost any network or signal from partnering agencies.

The number of connections can be boosted when supplemented by a Mobile Communications Vehicle, the second prong in the plan. The extra circuits can greatly increase the productivity of a response, especially when paired with the third and fourth parts of the equation, the Portable SIPRNet and Portable Computer Store.

SIPRNet is a government network classified for secret data transmission and communications. Until last summer, it was only available in fixed locations in command centers and on board cutters. The PCS is a bundle of 30 standard workstations along with the routers and other hardware to connect them to the Web.

With these powerful and agile tools, responders will be able to scale the size of their command center at will so when the crisis comes they won't have to worry about being connected. 



**TRAILORED TECH** The eMICP houses serious technology to give the command the truest operational picture in the worst operational conditions.

Photo by PAZ Dan Bender, CG Magazine

### The eMICP

<b>Radio</b>	<b>Telephony</b>
3 VHF circuits	20 installed IP phones
1 VHF/UHF/MILSATCOM circuit	5 spare IP phones
1 HF circuit	3 STEs (secure voice)
Interoperability	1 conference phone
SBU and CLASS nets	2 fax machines
<b>Network</b>	<b>Structural</b>
Satellite internet (T1)	53 ft. trailer
Terrestrial (T1)	Generator
CGDN+	Satellite TV
SIPRNet	Security system
Printers	Foyer/mud room
SBU VTC	Conference room
CLASS VTC	Office space
	Secure area w/ safe

### Add-ons

#### MCV



<b>Radio</b>	<b>Telephony</b>
2 VHF circuits	2 installed IP phones
5 VHF/UHF/MILSATCOM	1 STE (CLASS voice)
2 HF circuits	25 wireless phones
1 VHF DSC circuit	1 Fax
Interoperability	1 iridium phone
SBU and CLASS nets	(Blue force tracking)

#### Structural

<b>Network</b>	Self-propelled
Satellite internet (T1)	30kW generator
CGDN+	Satellite TV
SIPRNet	Security system
Printers	Secure area w/ safe
SBU VTC	Control area (3 seats)
CLASS VTC	Tent (10 person)

#### Portable SIPRNet

<b>Connections</b>	<b>Computer</b>
SIPRNet (Satellite)	1 CLASS laptop
Internet (future)	
CGDN+ (future)	
2 STEs (CLASS voice)	<b>Hardened Cases</b>
	Fit overhead bins

#### Portable Computer Store

<b>Hardware</b>	<b>Network</b>
30 SWIII laptops	Internet (outside source required)
30 port replicators	CGDN+ (RAS tokens required)
6 routers	
6 hardened cases	



## Some Heroes Stay Home

By LT Troy Buerger, C2CEN

*A nation at war asks a lot of its military. When we ask them to go and protect our liberty and our lives we also ask just as much from the families they leave behind. The wives and husbands, who stand proudly behind their heroes sent into danger, sacrifice just as much. But for many, that is not enough. They send countless care packages and love letters and are always ready to lend an ear, a shoulder or a hand to someone else.*

From the hundreds of thousands of spouses in the military, each year one is selected as the Heroes at Home Military Spouse of the Year. In 2008, the winner was an energetic and enthusiastic Coast Guard wife who decided she could never give or do too much.



Coast Guard Photo

Michele Turner, wife of ETC Michael Turner from Command and Control Engineering Center, Portsmouth, Va., is the volunteer coordinator of the 50 ombudsman in the Fifth District, an area that includes 107 units and 7,200 Coast Guardsmen.


She became an ombudsman while her husband was stationed aboard the CGC Northland 16 years ago.

"I just enjoy helping people and showing them the resources to get through their career," said Turner.

Turner understands firsthand what it's like to move to new areas year after year. She and her husband have moved six times with their three sons: Jonathan, 17, Benjamin, 15, and Nathaniel, 13.

Turner's volunteer work doesn't stop with the Coast Guard either. The fulltime bookkeeper and secretary at Churchland Elementary School is also a den leader, PTA president and high school band booster treasurer.

"She likes to stay busy and it's usually helping other people," said Michael Turner.

It's no wonder this sparkplug of a wife and mother prevailed over the fourteen other finalists; she just can't stop giving. 



# the middle of Nowhere isn't going Anywhere

Story and photo by PA3 William Mitchell, 9th Dist

Photo illustration by PA2 Dan Bender, CG Magazine

## Guardians

Story by PA1 Matthew Belson, 1st Dist.

## Above



The nose of a Coast Guard HU-25 Falcon jet points down the runway, waiting patiently like a restrained greyhound for the control tower to give permission for take-off.

Inside the cockpit the pilots check the controls and search the surrounding skies for low flying aircraft and birds.

Once the signal is received, Lt. Steve Pittman, sitting in the left seat, releases the brake and firmly applies pressure to the throttles that power the twin turbofan jet engines

The take off is quick and powerful. Pittman angles the aircraft into a steep climb and turns north towards the planned patrol area over the Gulf of Maine.

On any given day the Coast Guard aircrews flying Falcon jets from the air station on Cape Cod can find themselves on long patrols covering thousands of square miles of ocean from Maine to New Jersey. Today their mission is to protect the commercially important fishing grounds and marine ecosystem. The Falcon crews routinely fly missions called living

marine resources patrols.

"We're kind of like the view from above," said pilot Lt. Cmdr. Chris Zorman, seated next to Pittman. He added that one of the goals of these missions is to go out and locate the fishing fleet. Knowing the area where the fleet is fishing is important to enable Coast Guard cutters to conduct routine inspections to ensure fishing vessel crews are complying with federal fisheries regulations. There is also the issue of safety. Having an up-to-date location for the fishing fleet means Coast Guard vessels and aircraft can quickly respond to a call for help.

The HU-25 Falcon can fly at cruising speeds up to 541 miles-per-hour with a ceiling limit of 41,000 feet. In no time it seems the 200-mile trip to the northern end of the Gulf of Maine near the Canadian border quickly comes to an end, and Pittman radios to the crew that he is about to descend

to about 1,000 feet. At the lower elevation, the small whitecaps cresting on the swells look like tiny cotton swabs.

Pittman banks the Falcon away from the border and heads to one of the closed fishing areas.

Besides steep fines and criminal charges, the captain of a fishing vessel caught violating fisheries regulations runs the risk of having his catch confiscated and the possible seizure of his boat and fishing gear.

"The idea is for us to be out here as a deterrent [to prevent any illegal activity]," said Zorman.

While on a patrol, AET3 Robert Murray is the eyes and ears of the mission as the system sensor operator. Once a vessel is identified, Murray can access information such as permits from a database to learn if a boat is allowed to fish in a certain location.

Scanning the radar screen he keeps

track of the fleet.

"Sir, I have a contact," Murray said, then gives Pittman a heading.

Pittman drops down to about 100 feet to better identify the vessel that turns out to be a trawler.

Another member of the crew reads the vessel's identification number, then types the information, including the location, into a laptop.

Several more fishing boats are located and their positions verified.

Soon they pass over the Boston shipping channel and fly over massive petroleum tankers heading towards port.

With the patrol completed, Pittman applies power to the engines and heads back to the Cape.

While cruising along the beaches along the Cape Cod National Seashore, surfers decked out in wetsuits give a wave as the Falcon passes overhead.

At Monomoy Island Zorman radios the control tower to say they are on approach for landing.

Pittman turns the plane west towards home, flying into a setting sun.

### HU-25 "Guardian" Medium-Range Surveillance Aircraft

- New York to Boston in 30 minutes
- In service since 1982
- 21 planes in service
- Slated for replacement by HC-144A "Ocean Sentry" in 2014

There is road you can drive down for hours without seeing another car. To the left and right are vistas of snow covered plains.

Only miles away is the desolate Canadian border.

Your chances of seeing a timber wolf are equal to seeing a human out here. This is Northern Minnesota, and if you ask anyone other than the handful of people from here, it is the middle of nowhere.

There is a tall, metal antenna tower here manned by Coast Guardsmen who are out of sight but not out of mind.

They are the crewmembers of Long-Range Navigation Station Baudette, and they show that devotion to duty only when people are watching means nothing.

They are one cog in a nationwide system of navigation that, since the inception of Global Positioning System, has been on the chopping block several times in the past 15 years. LORAN has weathered each storm.

The Department of Homeland Security wants a backup for GPS and sees LORAN as the best, most practical candidate for that support.

Until LORAN is not needed, there will be Coast Guardsmen out in the middle of nowhere keeping the pulse alive.

"We never go off air, even if we lose power," said ETC Thomas Hanson, who has been stationed at Baudette for 11 years.

Crew members drudge through -60 degree temperatures on the way to work and don't waste time thinking about LORAN's future when they get there.



↑ THE LONG WALK ETC Thomas Hansen walks towards one of the 50 cables that support the tower at Long-Range Navigation Station Baudette, Minn., April 2.

# The Night Shift

Story and photos by  
PA2 Christopher McLaughlin,  
PADET Atlantic City

The sky is set ablaze with warm colors of red and orange as the setting of the day's sun falls closer to the horizon. Night is fast approaching and is welcomed by a blanket of thick, warm, vaporous fog. Laughter, set off by undertones of a ping-pong ball slapping against a table, is heard from the open window of the cafeteria at Coast Guard Station Barnegat Light, N.J.

Members of the Coast Guard, for the most part, don't have a regular nine to five schedule. They take turns standing duty - duty that keeps them away from their homes and keeps them at work all night. After 5 p.m. the regular work crew heads home. The atmosphere at the station becomes a mixture of work and play. The night crews spend their time doing activities ranging from patrols to video games. Some families even come to the station to join them for dinner with the kids. Working after hours is a sacrifice, but it is also a big part of the job.

Station Barnegat Light is one of many Coast Guard stations that dot the coast. The people who work there spend more time together at the station than they do at their homes. After the regular workday, a crew of 12 people remain ready to respond at a moment's notice. They are the night shift.

Most nights, the Barnegat night crew pushes tables together in the cafeteria and places enough chairs for all of them to enjoy dinner.

"The smaller group is a little more personable, and we eat all our meals together," said BM2 James Aiken, a coxswain at Station Barnegat Light.

After the meal and a game of ping-pong, some of the crew heads up to their dorm-style rooms to get dressed in cold-weather survival gear. They are making preparations

to head out into Barnegat Inlet aboard one of their 47-foot boats.

"Every evening as the sun goes down, and every morning as the sun rises, we are underway reporting back the conditions and the water temperature of the Inlet," said BM1 George Daws, another coxswain at the station.

The small boat crew heads out to sea, the light from the nearby lighthouse cuts through the wall of dense fog. The crew makes their report and heads back to the station for the evening. During the trip back, one crewmember makes a plan to raid the kitchen of peanut butter and jelly sandwiches while others plan to head off to the gym and workout.

→ **FAMILY DINNER** Lt. Bruce Kimmell, a pilot at Air Station Atlantic City, talks to his daughter Savanna as he shares dinner with his family while he's on duty.

← **MAN OF THE NIGHT** BM3 Aaron Mills moors a boat to the pier at Station Barnegat Light, N.J.

Working together for so many days and hours builds a bond among the crews where they become a substitute family to one another.

"It's definitely a big family, and we all treat each other like a family," said SA Michael Hilbert, a new crewmember at Station Barnegat Light. "It definitely makes it more personal. You're working with these people, you know them, their life story, and your relationship with them is more meaningful."

After a time, the crew completes their activities for the evening and heads off to their rooms to go to sleep. The hallway at the bottom of the stairs rests quietly in the dark except for the red glow of an exit sign at one end. Near



# Sector Seattle

a rich maritime tradition

Story by CW03 Keith Denman, Sector Seattle



Photo by Lt. Cmdr. Christine Fern, Sector Seattle

For over 150 years, Revenue Cuttermen, Lighthouse Keepers, Lifesaving Servicemen and Coast Guardsmen have worked Puget Sound. Sector Seattle carries on this rich tradition as the crew executes its many missions to keep the Pacific Northwest safe and secure. Sector Seattle is located in south downtown Seattle.

The crew is comprised of 50 officers, 18 chief petty officers, almost 100 enlisted in ten different ratings, 36 civil servants and more than 1,500 auxiliaries from nine different states. Our reserve team is comprised of 20 officers, 10 chief petty officers and 75 enlisted members. Sector Seattle conducts the full suite of Coast Guard missions to protect and serve the people and environment of the Puget Sound area.

The Puget Sound Captain of the Port zone encompasses a vast 3,500 square mile area of responsibility and includes a challenging high operational tempo of all types of maritime operations. The area is home to the Washington State Ferry System, the largest in the nation which carries 24 million passengers and 11 million vehicles per year; the nation's third largest container port; the nation's third largest naval strategic port; 5,000 annual deep-

draft transits; the Alaskan fishing fleet; and a 1.3 million recreational boating population. The sector also boasts a brand new shore operations building and a new, state-of-the-art command center.

The city of Seattle, also known as the emerald city, is well known for its civility, respect and friendly attitude. Most Sector Seattle personnel live in the surrounding metro area, which is home to more than a million people. Its reasonably low crime rate and clean streets add to the city's allure. Others live on Bainbridge Island, Port Orchard or Silverdale and make a morning commute by ferry. The ferry terminal is only a 15-minute walk from the sector at Pier 36.

The Seattle area offers a diverse range of activities. If you enjoy professional sports, the sector is only a short walk to SAFECO Field, home of the Seattle Mariners baseball team and the new Qwest Field, which is home to the NFL's Seattle Seahawks. The Seattle Supersonics play at the Key Arena located next to our world famous Space Needle. There are many beautiful golf courses within a short drive of downtown Seattle. Western Washington is home to the Olympic and Cascade mountain ranges and a number of lakes and rivers. 

the exit sign, a watchstander in the communications room passes the radio guard to another watchstander at another unit. He then crawls into his sleeping bag on the fold-out bed he took out of the closet moments before. The hum of the radios near him quickly lull him off to sleep.

Meanwhile, 35 miles to the southwest of Barnegat Light, the night crew at Coast Guard Air Station Atlantic City, N.J., is settling into their nighttime routine.

Lt. Bruce Kimmell, a helicopter pilot at the air station, is visited by his wife and three daughters with a slow-cooker full of pasta in tow.

"I bring him dinner so he doesn't have to order pizza every night," said Andrea Kimmell. "I won't see him until Monday night, and I like to come up and see him at the end of the day. It's not that bad when he's working at night. I would prefer to have him home though, but you get used to it."

After dinner, Kimmell follows his wife and kids out to the parking lot carrying the slow-cooker his wife brought for him. He loads his kids into the minivan, kisses them goodbye and says farewell to his wife.


The operations center at the air station, normally abuzz

with activity and radio static, is eerily quiet during the night shift, adding calm to where there otherwise is not.

"At night you can have periods of total downtime with nothing going on, where at other times you have everything breaking loose and you're it, no one else to help you," said Thomas Peck, a 17-year veteran search and rescue coordinator.

The hours a SAR controller works are long. Each controller works a 12-hour shift, and at night they're usually working alone. During slow nights, the inactivity can put you in a lull. You have to keep your brain active by doing something, Peck said.

There is a contrast between working during the day and at night. With the nightshift come sacrifices, but the sacrifices the crews make are for the sake of the job. The job they were trained to do to keep those traveling the seas safe while the rest of us sleep.

"My three little girls know daddy's got the duty," said Kimmell. "I miss my family. I like to spend as much time with them as I can, but duty is duty. My house is not far from the airport, so I tell them if they hear a helicopter flying over, it's me." 

## Carrying the Flame

Story and photo by  
SNPA Caleb Critchfield,  
PACAREA



SN Mallory Schafer

"I never get picked for anything." This time she did.

Surrounded by the extravagance of the San Francisco Hilton Grand Ballroom, wearing a white Olympic logo tracksuit, SN Mallory Schafer, assigned to the carpentry shop at Integrated Support Command Alameda, anxiously sat in her seat.

"I was a little nervous about being in the limelight," said Schafer, "but more than anything I was really excited."

The 23-year-old was listening to the mayor as he discussed the routes, schedules and security concerns of the Olympic torch relay she was about to run in. The route had been changed because protestors threatened to disrupt the event. Uneasy about the changes at first, Schafer said she realized there was nothing to be worried about and just enjoyed the run.


"It was like time stood still. Usually exciting events pass really

fast, but this moved really slowly. I felt like I had a chance to soak it in and really enjoy the experience," Schafer said.

She also enjoyed the inspiring stories of the people she ran with. One in particular was born with a crippling disease but overcame it and went on to run for his high school track team.

"There were so many people with amazing stories. The challenges that people had to overcome really made me feel honored and humbled to be with them," she said.

After hearing about the opportunity on the news, Schafer earned her spot by submitting a short essay. Already surprised by her selection, carrying the flame this year was a particularly unique experience because San Francisco was the only U.S. city to host it this year.

"I know I will never forget it," she said. 

### Housing:

Limited CG-leased housing is available. While housing costs within the city are somewhat high, suburban area homes are less expensive.

### Weather:

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

### Education:

Nearby colleges include the University of Washington, Seattle Pacific University, Lutheran University, University of Puget Sound, Olympic Community College and Seattle Community College.

### Facilities:

ISC Seattle provides an indoor recreational facility with basketball, racquetball and tennis courts, as well as a modern fitness and weight room. There is also an exchange on base. Larger military exchanges, commissaries and hospitals are within about 30 miles at McChord AFB, Ft. Lewis, NAVSTA Everett and NB Kitsap.

# CHAIR ITABLE AFFAIR

BY CWO SCOTT EPPERSON, PADET LA/LB

For most of us, the hum of clippers usually doesn't evoke a lot of emotion. That sound usually means just another haircut. However, to BM1 Joseph Fitzgerald and the rest of the crew of Station Channel Island Harbor, Calif., that sound carries a deeper meaning.

The station's crew have all come to a hotel in Ventura to have their heads shaved — and they are all overjoyed. The St. Baldricks Foundation has turned shaving heads into a way to raise money and show support for kids undergoing chemotherapy treatment.

The decision was largely a show of support for BM3 Eric Beach, a reserve crewmember who recently lost his wife to cancer.

"That's why some of us turned out. My father-in-law, he had cancer.

He passed away two years ago, so a lot of people are affected by it at the unit. In one way or another we've all lost somebody to cancer," said Fitzgerald.

Every year St. Baldricks holds events across the nation, bringing people together to shave their heads and show their support for kids in the fight against cancer. About 150 people were expected to participate in the Ventura event this year, just one of about 200 events being held around the nation. About \$8 million in donations are expected to be raised nationwide by the end of the weekend.

Like a walkathon, shavees ask friends and family to sponsor them

and pay money to watch them cut off all their hair.

"This year our goal is to have 25,000 shavees across the country," said Melissa Paulo of the St. Baldricks Foundation.

When the idea was brought up to the crew of the station, the response was unanimous. They were even able to enlist some of the reservists and Auxiliarists from the station to participate.


"We had some flyers dropped off from the St. Baldricks Foundation to the station and presented it to the guys at quarters, everybody's hand went up and it was full participation," said Fitzgerald. "Great turnout for a good cause."

Though he wasn't able to be at the event, Lt. Marcus Gherardi, the commanding officer of the station, shaved his head early and sent his picture to the event for the crew.

Altogether, the station crew raised about \$1,800 and had more than 16 crewmembers participate.

"My wife passed away from breast cancer about eight months ago," said Beach. "We fought for four years."

"It's an important thing, trying to find the cure for cancer," he added.

Indeed, for the crew of Station Channel Island Harbor, this certainly wasn't another haircut. 

If you would like to learn more about the St. Baldrick's Foundation, more information is available at (888) 899-BALD or at [stbaldricks.org](http://stbaldricks.org)

## HULL AND ENGINEERING GROUP DAMAGE CONTROLMAN (DC)



DCs are stationed throughout the Coast Guard. Afloat assignments for DCs include all major cutters, buoy tenders, and river tenders. Shoreside assignments for DCs include Integrated Support Commands, Air Stations, Groups, LORAN Stations, Marine Safety Offices, Tactical Law Enforcement Units, and Small Boat Stations.

Training to become a Damage Controlman can be accomplished by on-the-job training or by attending 'A' School in Yorktown, VA. In the 13 weeks of 'A' School, students have classroom instruction and lab time in each of the following areas: welding; oxy-fuel gas cutting; firefighting; carpentry; plumbing; watertight closure maintenance; chemical, biological, and radiological warfare defense; and shipboard damage control. Advanced training in welding, firefighting, and shipboard damage control procedures are available for DCs assigned to cutters.

