

COAST GUARD

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Schooled in Law Enforcement

Arctic Air • Sea Rescue • EMT • CISM

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WINTERIZED FLIGHT — Lt. Cmdr. Adam Kerr, Lt. Lance Leone, of Air Station Elizabeth City, N.C., AET2 Stephen Murphy and AMT2 Joshua McCarthy, of Air Station Cape Cod, Mass., assist DC1 Scott Walls, of aids to navigation team South Portland, Maine, maintain lighthouses Cuckolds, Halfway, Boon Island, Seguin Island, Monhegan Island and Manana before the winter snow falls.

Photo by Lt. Lance Leone, Air Station Elizabeth City, N.C.





ILLUMINATING — Deck lights from the Coast Guard Cutters Hammerhead, Tybee and Sanibel illuminate the harbor at their homeport in Woods Hole, Mass., Jan. 5.

Photo courtesy of Anna Nash





ALL COAST

► CAPSIZED CREWMAN

— The surviving member of the overturned fishing vessel Velocity is helped by good samaritans and a Coast Guard rescue swimmer from Air Station Kodiak, Alaska. The individual was rescued near Kodiak. The fishing vessel was about 200 yards offshore at the time of capsizing. It eventually washed ashore where responders from the Alaska State Troopers, Bayside and Kodiak City Fire Departments and good samaritans climbed aboard the vessel. A rescue swimmer was lowered to the beach to assist responders.

Coast Guard Photo



► TOWING TRAWLER — The crew of the CGC Mustang tends the tow of the 55-foot purse seiner Equinox in the Gulf of Alaska, Jan. 12. The vessel suffered engine failure and was drifting 34 miles south of Montague Island. The crew of the Mustang towed the Equinox to Seward, Alaska.

Photo courtesy of CGC Mustang





▲ **LINEAR LINEUP** — Students and instructors at the Coast Guard's National Motor Lifeboat School in Cape Disappointment, Wash., operate 47-foot motor lifeboats in heavy surf Jan. 11. Students at the school receive instruction in operating boats in rough seas.

Photo by PA3 Jeff Pollinger, 13th Dist.

◀ **INSPECTION INSERTION** — AMT2 Brandon Easley, hoists two members of Marine Safety and Security Team San Francisco from a container ship after the team's inspection of the vessel. The team is assisting the Coast Guard's Thirteen District by performing security checks aboard vessels entering the Columbia River, Ore.

Photo by PA3 David Marin, 13th Dist.





▲ **HONORING HERITAGE** — The Coast Guard 52-foot motor lifeboat Triumph II, lays a wreath during a memorial service honoring five crewmembers who lost their lives aboard the 52-foot motor lifeboat Triumph I 47 years earlier near Ilwaco, Wash. The Coast Guardsmen who gave their lives in the line of duty that night were: BM1 John L. Culp, BM2 John S. Hoban, SN Ralph E. Mace, EN3 Joseph E. Petrin, SN Gordon, F. Sussex. Culp was awarded a Gold Lifesaving Medal. Hoban, Mace, Petrin, and Sussex were awarded Silver Lifesaving Medals.

Photo by PA3 David Marin, 13th Dist.

► **FAST FAMILIARIZATION**

— The crew of the Long Range Interceptor test the vessel in the East Pascagoula, on the Mississippi River during familiarization training Nov. 20, 2007. The LRI is one of the two new rigid-hull inflatable boats for the Coast Guard's new cutters. The boats will be used as transports to support crew complements to include law enforcement boarding teams and rescue and assistance teams.

Photo courtesy of Northrop Grumman





▲ **COLD CREW** — Crewmembers from the CGC Dependable prepare to board the fishing boat Moragh K Dec. 12, 2007, 80 miles east of Cape Cod, Mass. The fishing vessel became disabled when a fishing net fouled the vessel's propeller. The crew of the Dependable took the fishing boat in tow to Cape Cod Bay.

Photo courtesy of CGC Dependable



▲ **PREENING PRIDE** — The CGC Eagle undergoes a 10-week overhaul at the Coast Guard Yard in Baltimore, Md. The scope of work performed to the ship included: removal and inspection of the tail shaft resulting in the installation of a new shaft; repair of the propeller; overhaul of various sea valves; rudder repairs; anchor windlass overhaul; preservation of the shaft alley that required removal of the ballast, plus blasting and painting of the bilges; shell plating repair and replacement, and refurbishment of male berthing spaces, new deck and paint. The Eagle departed the yard on Feb. 2 for its homeport in New London, Conn.

Photo by PA2 Thomas McKenzie, CG-938



Arctic Air

Story by
PA1 Kurt Fredrickson,
PADET Kodiak, Alaska

A Coast Guard HC-130 Hercules airplane departed Barrow, America's northernmost city, Oct. 25, 2007, and successfully reached the North Pole - ushering in a new era of Coast Guard operations in the Arctic.

The 2,300-mile flight, which originated from Coast Guard Air Station Kodiak, Alaska, was the first to reach the North Pole exclusively for the purpose of Arctic domain awareness. This new mission for the Coast Guard is based on recently observed climate changes that will provide greater maritime access to the Arctic. But for the Coast Guard, reaching the northernmost point on Earth was more than a typical maritime patrol.

"The significance of crossing the North Pole is a statement," Rear Adm. Arthur Brooks, commander of the 17th Coast Guard District in Juneau, said. "It's a statement that the U.S. Coast Guard is prepared to operate in the Arctic and the high Arctic. We are here to work."

This first Arctic domain awareness flight is not just the beginning of a changing Coast Guard role in the region, but also a step toward learning how to conduct missions in one of the harshest environments on the planet, Brooks said.

"The primary change in the Arctic is that for 150 years we have done exploration and research," Brooks explained. "The change is we now must prepare to do all Coast Guard missions in the arctic, including maritime surveillance."

The Oct. 25 flight was the first step in that direction.

Although it was uncertain if the mission would be a success, it was a vital step in setting a baseline for Arctic operations.

"The main expectations were to see how our instruments and radio communications work, what altitude we can (reach) before hitting our cold weather limitations, and what the forward support limitations are going to be in Barrow itself," explained Lt. Tommy Wallin, aircraft commander for the North Pole flight.

Although the operating environment of the Arctic has similarities to the day-to-day missions of the Coast Guard, it also presents great challenges.

"The main difference is that we are flying extreme distances under extreme temperatures without any support," Wallin said. "Once we get up to the Arctic we're

kind of on our own. There's a lot of logistics that you have to do ahead of time and a lot of preplanning because once you get there everything has to already be planned out. It's similar to what we do day to day but just a little bit more extreme."

This extreme nature of Arctic flight was experienced as the aircraft neared the pole where temperatures outside dropped to -40 degrees.

Despite the extreme temperatures, Coast Guard airplane 1703 crossed the North Pole at 12:23 p.m., under the glow of a noontime full moon. The rising morning sun was left behind as the mission entered latitudes trapped in perpetual winter darkness. With a magnetic variation of more than 70 degrees in some locations, the compass guides aboard the aircraft were jumping as if unsure of where the aircraft was. But as planned, navigation was maintained by

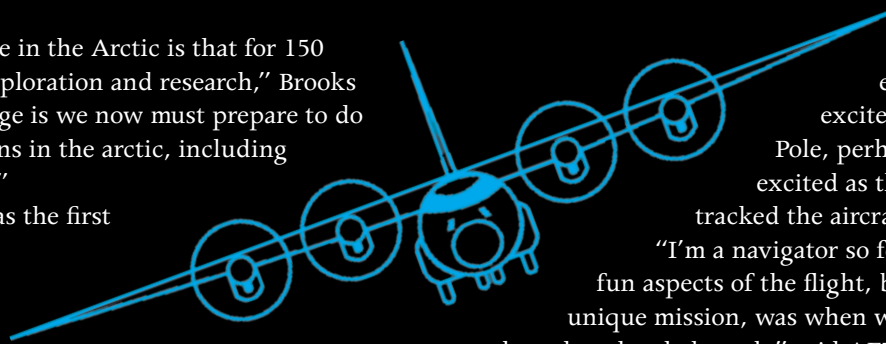
GPS and the skills of the navigator.

Although everyone aboard was excited to cross the North Pole, perhaps no one was as excited as the crewman who tracked the aircraft's every move.

"I'm a navigator so for me one of the most fun aspects of the flight, besides being in a unique mission, was when we headed over the pole and we headed south," said AETC Dave Boschee, Air Station Kodiak HC-130 navigator. "We were heading true south, but we were heading magnetic north because we were above the magnetic North Pole. I was bouncing out of my seat with excitement. We were on the other side of the world at that point. I would have never thought I was going there."

Before returning home, the aircraft circled the world crossing every longitude and passing through every time zone, briefly making it the fastest moving object on the planet. For the second time that day, the sun rose for the passengers and crew of aircraft 1703. On this day with two sunrises, the Coast Guard began a new chapter in Arctic history.

As the world examines the changing Arctic it is likely



that this flight will not be the last to navigate its way toward 90 degrees north. For the Coast Guard, future Arctic operations may mean more than the occasional over-flight. The Coast Guard is examining the possibility of establishing a seasonal base in the Arctic. As the principal federal maritime enforcement agency in the Arctic, the Coast Guard will be called on to carry out its safety, security and environmental stewardship missions as maritime traffic increases in the region.

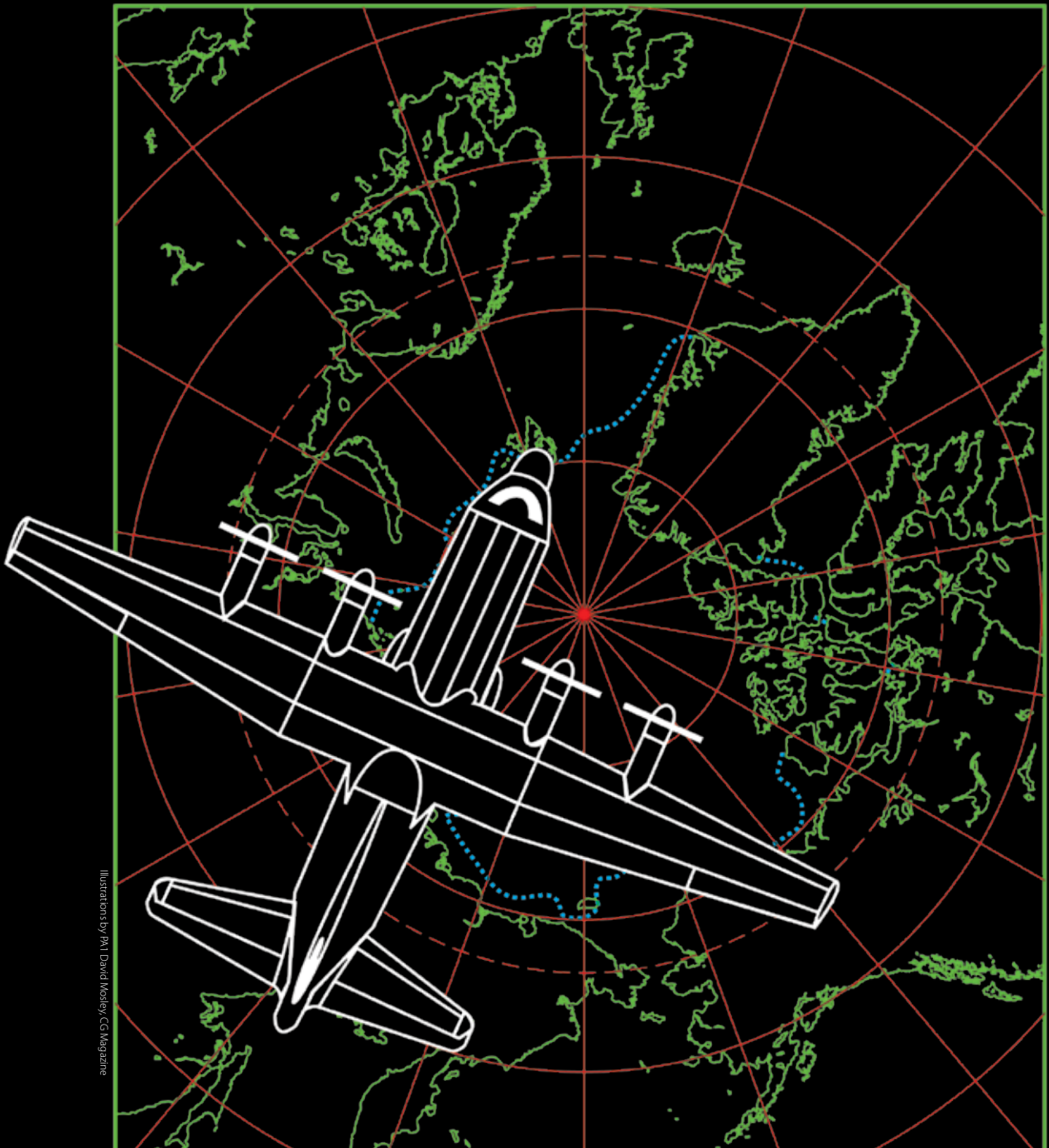
"When we start moving aircraft and small boats into the Arctic it's going to be a great opportunity, but it will also be a great challenge, because this is hard, and this is dangerous," Brooks said. "Like many other things in Alaska, it's beautiful and it's magnificent, but it can be deadly."

But despite the challenges faced by the crew, the trip

provided valuable insight for future Arctic operations. Wallin explained that the times of year the Coast Guard can operate from the Arctic will be limited by weather. As winter approaches, high winds, icing on the runway and other factors may limit the ability to land and fly altogether. The fact remains that under these extreme winter conditions there may not be any waterways open, and subsequently no vessels to look at, he added.

But as with any new undertaking there will be challenges to overcome. One of the key benefits of the mission, according to Brooks, occurred before the flight as many individuals planned for the mission.

"It's a dawn of a new era," Brooks said. "I do believe we are looking at Coast Guard operations into the highest, hardest part of the world, and we're going to have to learn how to operate in the Arctic."



Illustrations by P.N. David Mosley, CG Magazine



HARROWING BERING SEA RESCUE

STORY BY PAI KURT FREDRICKSON, PADET KODIAK

The Bering Sea is perhaps one of the most unforgiving, harsh and dangerous places in the world, and although the risk is high, many mariners depend on it for their livelihood. But in the dark winter months when things can quickly go from bad to worse, they rely on the Coast Guard to be there. For one Coast Guardsman, his lifesaving actions in the midst of a brutal winter storm earned him a prestigious award and public recognition for heroic achievement. The award recounts his actions as an individual, but the rescue, like so many others, displays the elements inherent in all Coast Guardsmen willing to put their lives on the line so others may live, exposes the teamwork necessary to accomplish the mission and reveals the often unseen and true reward of saving lives at sea.

SEA STATE — The bow of the 378-foot CGC Mellon plows through the Bering Sea while on a patrol Jan. 30, 2007.

The 378-foot CGC Mellon was moored in Dutch Harbor, Alaska, on its Bering Sea mid-patrol break Feb. 9, 2007. AST1 Wil Milam, two pilots and a flight mechanic were deployed from Air Station Kodiak to crew an HH-65B Dolphin helicopter stationed aboard the cutter for its several week patrol of the Bering. As an aviation survival technician, Milam was a key part of a four-person rescue team deployed seemingly to the ends of the earth.

At 11:22 p.m., Coast Guard Rescue Coordination Center Juneau received an unlocated first alert signal from a 406 emergency position indicating radio beacon registered to the 42-foot fishing vessel Illusion. The Coast Guard attempted to determine the vessel's possible location by contacting family members of the crew and the harbor master in Dutch Harbor. Reports indicated that the Illusion was most likely fishing somewhere in Makushin Bay near Unalaska Island. At 12:01 a.m., the location was verified by the receipt of a second emergency signal.

With nothing more than a point on a map, the helicopter took off into the darkness. With turbulent winds of 40- to 50-mph and gusts in excess of 60-mph, low clouds, horizontal rain and visibility of one-quarter of a mile, the danger for Milam and his crewmembers had already begun.

"I wasn't too keen on going flying because I knew what the case was," said Milam. "Nine times out of ten we go out there and tell some boat, 'hey your EPIRBs going off.'"

Several minutes into the flight the pilots spotted and headed for a steady light on the water. Suddenly, the eerie red glow of a flare illuminated the clouds and mist around the helicopter, immediately changing the tone of the situation, Milam explained. Everyone knew this case was now a rescue.

Soon after the flare, the helicopter flew over a raft and Milam heard his cue from the pilots, "rescue checklist part one for a swimmer deployment." The process was as they had trained, Milam noted, and despite the severity of the weather and situation, the whole evolution was routine.

Milam moved into position at the edge of the helicopter's open door. Below him, through the rain and darkness, he could make out the small raft being tossed in the stormy 15-foot seas. After 20 years of service, Milam jokingly recounted his last vivid thought before heading out the door, "I pulled my retirement letter for this?" Ironically enough, Milam's first rescue swimmer experience was not much different from the one now below him.

In 1985 at the age of 19 while serving in the Navy,

Milam and a friend took a boat out of bounds looking for a good surf spot near the cliffs of Point Loma, Calif. Shortly after leaving the protection of the bay, the small boat was swamped by a series of large waves and they found themselves in need of rescue.

"About 20 minutes later this H3 Coast Guard helicopter comes flying over the top of Point Loma," Milam explained. "I remember looking up at the guy sitting in the door and saying to myself, 'I'm getting that guy's job.'"

Now, after 14 years as a rescue swimmer, Milam has flown on more than 100 missions and found himself sitting on the edge of a Coast Guard helicopter door an unimaginable number of times. But it would be on this rescue that things would be brought into perspective as never before.

Milam was lowered to the water within 10 feet of the raft and disconnected from the hoist cable. Immersed in the tossing swells, he lost sight of the raft several times. Upon reaching

the raft he found four men wearing no survival suits. Having been exposed to the wind and 40 degree seas, one survivor was already severely hypothermic. Individuals who fall into the Bering Sea may only survive a few minutes, and reaching a raft without a survival suit is no guarantee of survival.

Milam radioed for the rescue basket to be lowered as close as possible to the raft to minimize exposing the already hypothermic survivors to the frigid water. To increase their chances for survival, the air crew's survival suits were lowered to be worn by the survivors. Although battling harsh weather conditions, darkness and cold, the rescue evolution was going by the book; that is until Milam reentered the water from the raft to get the guide line attached to the survival suits being lowered from the helicopter.

"When I slid into the water off the raft I could feel the water flowing into my suit," Milam explained. "It filled up instantaneously and it was taking my breath away."

Milam, now exposed to the same elements as the survivors, knew that things had just taken a turn for the worst. Still cognizant of his mission, he reached for the line knowing that the suits were essential to the survival of the four men in the raft. Climbing back onto the raft, he straddled its side and waited for the suits to descend.

"I tried to zip up my suit," he explained. "But at that point I didn't know if my zipper had come open, I didn't know if I had torn my suit or if the seal had ripped."

As Milam tried to remove the suits from the line, two fell into the water and began drifting away. Diving after

"ABOUT 20 MINUTES LATER THIS H3 COAST GUARD HELICOPTER COMES FLYING OVER THE TOP OF POINT LOMA. I REMEMBER LOOKING UP AT THE GUY SITTING IN THE DOOR AND SAYING TO MYSELF, I'M GETTING THAT GUY'S JOB."

**AST1 WIL MILAM,
AIR STATION KODIAK, ALASKA**



AT THE READY — AST1 Wil Milam, an aviation survival technician at Coast Guard Air Station Kodiak, Alaska, sits in the door of an HH-65B Dolphin helicopter while on a Bering Sea patrol Jan. 20, 2007.



Coast Guard Photo

the suits, Milam held onto the guide line with one hand, and grabbed the drifting suits with the other, then swam back to the raft using only his fins. Again Milam felt the frigid water surge into his suit, further debilitating him. After struggling to climb back into the raft, he assisted the most hypothermic survivor put on a survival suit while instructing the others to get into theirs.

The basket was lowered near the raft, and Milam entered the water with the most critical survivor. Unknown to the crew above, Milam's legs started going numb as hypothermia began to quickly take hold. After struggling to place the disoriented and combative survivor into the basket, Milam watched as he was hoisted into the helicopter. Milam, now alone in the water, realized that the raft had drifted too far for him to reach in his current condition. For the first time in his career he signaled for an emergency pickup.

Once inside the helicopter, the crew became aware of Milam's situation. Lying on the helicopter floor, he could feel the frigid water slosh in his suit up to his neck. The flight mechanic assisted in securing his equipment and inspected his suit for the source of the leak as Milam's motor skills were so badly deteriorated he was unable to do it himself.

But an equally deadly problem was quickly presenting itself. With fuel nearing a critical level, and severe head winds, the helicopter had only 15 minutes to recover the three survivors still in the water and reach shore before running out of fuel. Considering Milam's condition the crew discussed the possibility of lowering the basket to the survivors in the hope that they could

get in themselves. But at that point, Milam understood the disoriented condition of the survivors better than anyone.

"If we try it that way we might get one or two of them out, but we're going to have to leave one out there," he told his crewmembers. "If we only need 15 minutes I'll get out there and get it done. I can do 15 more minutes."

The air crew agreed that the best chance of rescuing everyone and returning to shore as quickly as possible lay with Milam entering the water again. Milam was lowered to the raft and assisted the second survivor into the basket. As with the first survivor, he became combative and

Milam, for the sake of time, was forced to subdue him before positioning him in the basket for the hoist.

"In the raft they're in a state of shock and they're relieved to see you, and the last thing they want to do is get back in the water," said Milam.

Now feeling the exhaustive effects of hypothermia Milam turned to the raft and explained to the remaining two men to remain calm and follow his instructions. Milam assisted the third survivor into the

basket without incident. But as the basket was returned to the water for the final pickup, Milam looked back to the raft just in time to see the fourth survivor jump feet first from the raft, his legs breaking through the bottom of the basket. The basket was pulled from Milam's hands and he began struggling to pull the survivor from the now entangled basket. With one hand, he tried to uncoil the hoist cable from the top of the basket while holding the survivor with the other. A wave broke over the two men, sending

"IF WE TRY IT THAT WAY WE MIGHT GET ONE OR TWO OF THEM OUT, BUT WE'RE GOING TO HAVE TO LEAVE ONE OUT THERE," HE TOLD HIS CREWMEMBERS. "IF WE ONLY NEED 15 MINUTES I'LL GET OUT THERE AND GET IT DONE. I CAN DO 15 MORE MINUTES."

**AST1 WIL MILAM,
AIR STATION KODIAK, ALASKA**

the survivor into a state of panic and causing Milam to lose his grip on the flailing man. The hoist cable was no longer tangled around the basket, but rather the neck of the panicking man. From above, the flight mechanic witnessed what was happening and let out cable to prevent the man from being strangled. But as Milam tried to grab the basket, the survivor jumped on him, pushing him under water. Milam struggled with him, subduing him several times before successfully placing him in the basket and watching him ascend to the helicopter.

"I never really dwelled on getting cold until those four guys were gone and safely in the helicopter," Milam said. "Once the last guy went up in the helicopter, that's when I really started feeling cold and really knew that, 'alright, now I'm in trouble.'"

With fuel reaching critical levels, and the weather not improving, the basket was lowered to Milam. But his hypothermia and combative encounters with the survivors had left him exhausted, delusional and unable to move effectively. His crewmembers above could only watch as he clumsily maneuvered away from the basket.

"In my mind I thought I was doing everything fine," Milam said. "I thought I was swimming, I thought I was stroking, I thought I was doing everything, because I was so hypothermic I didn't know. I thought I was just fine."

But Milam was not fine, and was now drifting in and out of consciousness. The flight mechanic skillfully lowered the basket close to Milam, enabling him to climb inside. As Milam was dumped out of the basket onto the floor of the helicopter he looked back and saw the four guys just pulled out of the water. "I gave them a thumbs up, and then that was it for me."

Milam awoke in the clinic in Dutch Harbor, cocooned in blankets and surrounded by heat lamps. After a few hours of recovery he was released only to come face to face with those he had just rescued. For Coast Guard rescuers, survivors are generally dropped off and are never seen again, Milam explained.

"There is no better feeling in the world than to see a family member come up and to understand what you just did," he said.

As for his own family, Milam briefly called his wife to let her know he was okay. He and the crew returned to the Mellon within the hour to continue their Bering Sea patrol. It's been nine months since the rescue of the crew of the *Illusion*, and Milam is preparing yet again for another Bering Sea deployment. Because of the remoteness of his work as a rescue swimmer, Milam said few, to include his family, can fully understand what his job entails. Milam's wife commutes back and forth from Kodiak to Soldotna, Alaska, and his two daughters, 17- and 19-years-old, live in New York. But on Oct. 18, 2007, Milam's family was reunited during the Coast Guard Foundation Dinner in New York City where, in front of nearly 900 guests, they

were able to hear exactly what he did and does when duty calls. Milam humbly took the stage as his harrowing tale was recounted and he was presented the Coast Guard Foundation Individual Award for Heroism from the Commandant of the Coast Guard. For the rescue, he also previously received the Coast Guard Meritorious Service Medal, and the Coast Guard Ancient Order of the Pterodactyl – Capt. Frank A. Erickson Aviation Rescue Award for 2007, which was presented to the entire air crew.

Although Milam physically recovered soon after the rescue, he still carries with him the emotional effects of that night. Looking back on the case, Milam says he is fortunate that the two pilots and flight mechanic were able to get him out of that water. Although they could have dropped him a raft, he noted that there was no way he could have climbed inside.


"If I had been left on scene and they had run out of fuel..." Milam cut short as emotion built in his voice. Of the air crews part in a rescue, Milam said, "That, I think, gets lost. Swimmer this and swimmer that, those guys were..." he paused as the emotion overcame him, "Me, the flight mech and the pilots were responsible for saving four lives that night, but the pilots and flight mech - they get five lives in my book." 



Photo by John Harrington, courtesy of the Coast Guard Foundation

AWARD FOR HEROISM — AST1 Wil Milam, Coast Guard Air Station Kodiak, receives the Coast Guard Foundation Individual Award for Heroism from Admiral Thad Allen, commandant of the Coast Guard.





Academy of Hard Knocks

Story and photos by PA1 Adam Eggers, Pentagon Channel

Have to and prepare to be boarded.' Sound booms over the ship's intercom directing a suspicious vessel to slow down and allow a boarding team to climb aboard. Silence. The suspect ship does not slow amid repeated requests. Finally after hours pass, the ship's captain relents and allows the team aboard. As the boarding team members climb from their small boat up the side of the ship, they can't help but wonder what surprises await them onboard.

This scenario is not uncommon for members of the nation's leading maritime law enforcement agency. In the face of these dangers, precise training is a necessity. That's where the Coast Guard's Maritime Law Enforcement Academy comes in.

In 2004, the academy was commissioned at the Federal Law Enforcement Training Center in Charleston, S.C. It was created by relocating and merging the Maritime Law Enforcement School in Yorktown, Va., and the Boarding Team Member School in Petaluma, Calif.

"I think the success for the Academy speaks to itself with regards to the things we've been able to achieve in just a short period of time," said Cmdr. Mark Wilbert, the commanding officer of the academy.

A little more than three years after the academy was commissioned, it received Federal Law Enforcement Training Accreditation.

"The key is you have to meet 72 standards of excellence with respects to training, so what we're held to is a set of standards that talk about how we not only conduct our training, but

► **PEEK-A-BOO** A student at the Maritime Law Enforcement Academy peeks his head through a hatch on a small boat during a simulated boarding with role players in Charleston, S.C., Jan. 24.

◀ **AND STAY DOWN**

A student at the Coast Guard's Maritime Law Enforcement Academy stands ready after engaging a role player during a simulated fire fight aboard a small boat in Charleston, S.C., Jan. 24.

how we evaluate our training and how our training is put together," said Wilbert.

The training this school provides is vital to the Coast Guard's law enforcement mission. The school provides a range of training, from criminal law and use of force to boarding team member certification and the use of radiation detection equipment.

"We offer essentially five courses," said Wilbert. "The

boarding officer course, that's the foundation course I like to call it. And the boarding team member course, which is a small part of the boarding officer course. As well as our Radiation Detection course, which is a Level II operator's course. It helps train people to the level where they can identify and locate possible

"Being here is a little uncomfortable because I don't know what to expect. But having the instructors here to point out what I'm doing right and what I'm doing wrong, makes me feel a little at ease."

GM3 Jevaun Martinboro, MSST Miami

sources of radiation.'

Students continually rave about the academy's dedication to keeping the training scenarios as realistic as





▲ **WE'RE LOOKING FOR THE ONE-ARMED MAN** BMC Scott Schmoele and GM2 Theodore Coburn demonstrate entering a room at the Maritime Law Enforcement Academy's shoot house in Charleston, S.C., Jan. 24.

possible. Even with the equipment used, every opportunity is taken to tailor the training to what graduating students will see in the field. The training center has 11 small boats on platforms for students to get accustomed to working in small spaces. The academy also has access to a 494-foot bulk carrier when training needs to be focused on deep draft security boardings. Classes for vehicle inspections and container radiation detection are held on the pier near the bulk carrier, giving another sense of realism to the students.

"We do a vehicle inspection class that goes along with our ports and waterways coastal security act that was passed a few years ago. This will be enforcing Captain of the Port orders to protect vessels and waterfront facilities, the things the Coast Guard has authority to protect," said Dennis Black, an instructor for that portion of the training.

One high-tech tool the academy has is an interactive computer simulator that reacts to student's use of a handgun, pepper spray or a baton. The simulator allows students the ability to practice a wide-range of real-life scenarios in a controlled environment, with instructors watching and waiting to

hear the student's explanation for their actions. Keeping in line with the focus on realism of the training, even the guns used for the simulator are as real as possible ... because they are.

"We use real Sig 229 handguns that have been modified for use with the simulator," said FS1 Brook Bossen, simulator operator and instructor. "A laser insert is placed right inside the slide. It's the same weight and same weapon we're carrying out in the fleet."

The simulator also serves as a warm-up for students

before they engage role players on the small boat training platforms, working to sweep and secure the vessels. While there is no danger of students getting shot on the small boats, both role players and students fire blanks, the student's level of anxiety raises once they encounter the small spaces on board and the knowledge that a bad guy could pop up at anytime.

"Being here is a little uncomfortable because I don't know what to

expect. Especially working on these small vessels," said GM3 Jevaun Martinboro, whose boarding experience is limited to larger bulk carriers. "But having the instructors here to point out what I'm doing right and what I'm doing

"You learn the ways to fight the resistance and make sure you're doing it correctly, or else they'll keep beating on you."

**BM3 David Cortez,
Sector Portland, Ore.**

► **KISS THE DECK** A student at the Maritime Law Enforcement Academy prepares to handcuff a hostile role player during a simulated boarding as his boarding team members provide cover on Jan. 24 in Charleston, S.C.

wrong, makes me feel a little at ease.”

Anxiety over loud gunfire isn’t even the most daunting task for the students during their first run on the training platforms.

“A lot of times the students come up against a lot of frustration because they don’t know their team, they don’t know exactly what they’re supposed to do because they’ve never done it before,” said MST1 Terry Amanda Lea, an instructor on the training platforms. “But as they start working their way through and start problem-solving, they realize that once they’ve made a mistake and we talk it out, they do much better the next time.”

Another essential part of the student’s training is learning the use of force policy. The academy takes the learning one step further by testing the student’s knowledge of the policy in the mat room. The training is affectionately known as “red man,” after the color of the protective suits role players wear.

“This dynamic training, there’s a greater potential for injuries,” said BMC Lee Heitner, an instructor. “We go full speed, 100 percent kicks, punches, baton strikes. It’s crucial they go at 100 percent speed in case they ever get in a life-threatening situation.”

The students agree.

“If you actually are forced to do it correctly and they’re resisting you, you learn the ways to fight the resistance and make sure you’re doing it correctly, or else they’ll keep beating on you,” said BM3 David Cortez, a student who had just finished his red man exercise.

After the students get up off the mats, more opportunities for bumps and bruises await them in the shoot house. This intense training platform is three-stories tall and is designed to look like the inside of a large ship.


The Academy’s goal of realism doesn’t get much better than this. Students and role players engage each other



throughout the training using modified Sig 229 handguns. They are modified to only shoot non-lethal training rounds, but the rounds still travel fast enough to break skin, so plenty of protection is required.

In the Shoot House, students learn how to properly sweep, inspect and secure a large vessel. The training is at times extremely intense. There is nowhere else that the students can get a real sense of the adrenaline-filled chaos that comes along with shipboard gun fights.

“When we turn the lights out, it’s much more difficult for the students,” said Lt.j.g. Paul Turner, an instructor at the academy. “They make easy mental mistakes like stepping in their partner’s line of fire. There are a lot of hazards and a lot of things you would need to pay attention to when onboard a larger ship. It’s a real learning experience for them.”

The importance of the academy stretches across the Coast Guard’s missions and responsibilities as the service continues to grow and evolve in the post-Sept. 11 world. With security and law enforcement an ever-present responsibility, keeping the Coast Guard men and women who conduct these missions safe is a top priority. With the academy constantly striving to make the training as realistic as possible, boarding officers will know how to keep themselves and their boarding team safe. 



◀ **EXTREME EASTER EGG HUNT** A student at the Maritime Law Enforcement Academy conducts a vehicle inspection at a pier in Charleston, S.C., Jan. 24.





REAL A SIMUL

The Coast Guard Aims For The Future Of Weapons Training

In the darkness, the sound of automatic weapon fire and directional commands being passed from coxswain to gunner make up the only sounds.

"Target on the left, target on the left," directs the coxswain.

"I see him," replies the gunner.

A burst of weapon fire rattles out its jumpy and sporadic rhythms. Minding the recreational boaters and commercial vessel traffic, the gunner dispatches his target as quickly and accurately as possible. As he does so, an enemy vessel creeps up from the starboard side carrying explosives.

Just as the enemy vessel collides with the side of the Coast Guard small boat, it detonates its deadly cargo. A flash of white and images of the vessels breaking apart are visible on the screen as a voice in the darkness plainly states, "You're dead, reload the scenario."

On Nov. 6, 2007, members from Coast Guard Station's Curtis Bay, Md., and Washington, D.C., were the first in the nation to test their shooting skills with the newest tool in Coast Guard weapons training. The prototype Exportable Weapons Simulator made its inaugural stop at the Coast Guard Yard in Baltimore where the tour of units in

the fifth district began. The mission is to get feedback from members who have the unique opportunity to use it and to begin tracking member's baseline understanding of the Coast Guard's use-of-force policy.

Development of the project began more than four years ago with the assistance of Coast Guard Headquarters in Washington, D.C., the Naval Air Systems Command in Orlando, Fla., Coast Guard Atlantic Area in Portsmouth, Va., Coast Guard Special Missions Training Center in Camp Lejeune, N.C., and FATS Incorporated, out of Atlanta, Ga. The current intent

READY... AIM... FIRE

Story and photos by
PA1 John Edwards,
PADET Baltimore

of the project is to provide sectors and stations with an on-site means to assess the ability of boat crews to properly apply use-of-force requirements in port security settings. The ultimate goal is to use the system for mounted automatic weapon judgmental qualification once these requirements are established.

"The Firearms Training System will be able to reduce the amount of down time for the stations who can't really

► **ENGAGING TRAINING** FN Edward Richardson neutralizes a threat inside the Firearms Training System simulator Nov. 6, 2007, at the Coast Guard Yard in Baltimore.

◀ **VIRTUAL SHOOT-OUT** Ensign Shannon Frobel, Sector Baltimore, fires on a terrorist boat carrying explosives in a simulator Nov. 6, 2007, at the Coast Guard Yard in Baltimore.

afford to send members to extended training schools," said Chris Doane, Coast Guard Atlantic Area's chief of operational planning. "We bring the training straight to them."

Besides being a training tool used to evaluate a member's judgment and reaction to a live-fire scenario, FATS is also a way for trainers to explain the Coast Guard's use-of-force policy to members and to accurately gauge their understanding of that policy through the decisions they make during the simulations.

"Members need to be made aware of the policy and become familiar with the potential for collateral damage during a real-world situation," said GMC Bill Wilkinson, who is currently touring with the system.

"By evaluating our people's use-of-force decisions, we will be able to look at what decisions they made and why," said Doane.

The Coast Guard's use-of-force policy is based on escalating and varying levels, which range from simple verbal commands to the use of deadly force in some instances.

Currently, the Weapons Simulator is only capable of using the M-16 and the M-240B machine guns.

"Eventually, we will have the ability to train with all Coast Guard standard weapons," said Wilkinson.

The system currently contains 15 scenarios to choose from, all of which are designed to test the user's judgment and reaction. Another aspect to the evaluation is how the

coxswain of a boat and the gunner communicate with one another to neutralize a threat.

"It's a great tool to use when you can't actually train where you work,"

"It's a great tool to use when you can't actually train where you work. The system is great as far as weapons handling and communication goes."


**GMCS James Clarin,
Port Security
"A" School Instructor**

said GMCS James Clarin, a Port Security "A" School instructor in Yorktown, Va. Although nothing compares to actual live-fire exercises, according to Clarin, the system does have its benefits. "The system is great

as far as weapons handling and communication goes."

The future of the system remains unclear now, but hopes remain high that feedback they get from the field will be able to quantify the need for this traveling simulator.

"Our vision is to see one of these portable training systems in every Coast Guard district," said Doane.

For now, the system will be tested at numerous stations with its sights set on the future of weapons training. 



Join the hunt...

DOG seeks more good Coasties

Story by Tara Jennings-May,

Photos by PSC Dennis Telfer, MSST 91105, San Francisco

The Deployable Operations Group is seeking at least 100 of the Coast Guard's finest junior officers and enlisted personnel to compete for the DOG's tactical billets by applying for the assessment and selection program, a rigorous week-long test of physical strength and mental savvy that also includes specialized training.

"I count on 'dogs that hunt' in all that I do," said Adm. Thad Allen, Coast Guard Commandant. "This command is organizationally that animal. It will be there for the American people – in the aftermath of a terrorist attack, a devastating hurricane or in response to a major oil spill."

To become part of this animal, anyone with an interest in law enforcement should apply to attend the A&S

program, which provides the basis for filling the tactical billets in the DOG's Deployable Specialized Forces. Specifically, the program focuses on filling the tactical billets on these DOG DSFs: Maritime Safety and Security Teams, the Maritime Security Response Team and Tactical Law Enforcement Teams.

The DOG, established in July 2007, provides the Coast Guard and interagency partners a one-stop shop for adaptive forces readily deployable to respond to the threats facing the United States. The DOG conducts its A&S program once a year on the Massachusetts Military Reservation, located on the same land as Air Station Cape Cod, Mass.

The next A&S program is scheduled for April 2008. The DOG sent a message to the fleet in January that provides application and deadline information, followed by a listing of available tactical billets.

The A&S program offers a unique training opportunity. "It is a great way to see what the DSFs are all about and get some training you'll probably never get anywhere else," said MKCM Darrick Dewitt, the DOG's command master chief. "And, it will help you to make an educated decision down the road" about requesting to fill a DSF tactical billet.

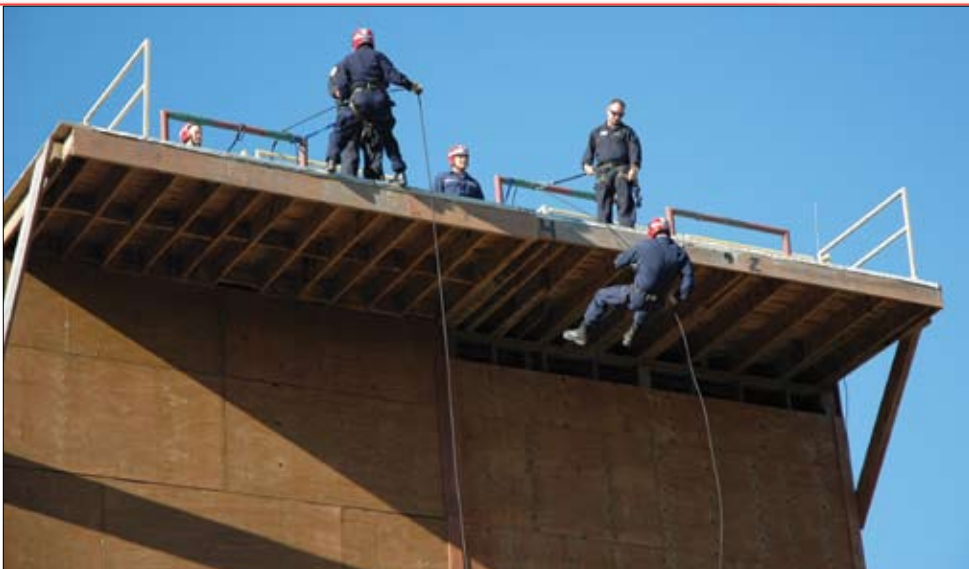
The week-long program, run by top subject matter experts from the six types of DSFs, is grueling as it "tests for aptitude and ability to successfully integrate into one of our DSFs," said Capt. Mark Hemann, the DOG's division head for training and standardization.

The program kicks off on Sunday evening with a welcome brief and classroom training, followed by five days of simulations and evaluations from 5 a.m. to 10 p.m. The week concludes on Friday night, after which the board of evaluators meets to make its recommendations.

Before their departure, the candidates receive feedback and find out if they have passed the program. The DOG and CG Personnel Command then work together, factoring in other assignment considerations, to fill the approximately 120 three-year tactical billets that are available each year.

◀ **ANYBODY ELSE NEED A LIFT** A candidate carries a "wounded" squad member during a patrolling exercise conducted under the supervision of Army National Guard and Coast Guard cadre at Massachusetts Military Reservation, in Cape Cod, Mass., September 2007.





◀ JUMP UP AND GET DOWN

A candidate climbs down a repel tower during a training exercise to simulate a vertical insertion at the Massachusetts Military Reservation in Cape Cod, Mass., September 2007.

The A&S program is similar to the Department of Defense's selection process of special force units, said Hemann, who noted it may not be as intensive, but it has the same objective.

"We're putting people in a stressful environment – 10 percent is physical, 90 percent is mental," said Hemann, who emphasized that the process pushes the candidates hard under timed conditions and tests their responses when they are tired. The program draws out the true leaders and quickly makes it apparent for others that tactical law enforcement is not for them.


Tests include physical training such as climbing up a caving ladder to simulate boarding a vessel, climbing down a repel tower to simulate a vertical insertion, a leadership reaction course, marksmanship and computerized simulations to test judgment.

At the A&S program, all candidates – officer and enlisted – are on equal footing, and most of the instructors are enlisted personnel. Junior officers are particularly encouraged to apply. Officers who compete in the A&S program should know that their future assignments will be determined to a much greater extent by their performance records as documented in their OERs than by the DOG assessments.

"All commanding officers and officers-in-charge are strongly encouraged to send forward the applications of any officers and enlisted personnel who have expressed a strong interest in these tactical billets," said Vice Adm. Vivien Crea, Vice Commandant.

Graduates of the Coast Guard's Maritime Law Enforcement Academy boarding officer or boarding team member courses are well-suited for the A&S program. "Someone who has gone through the MLEA has an

excellent appreciation and understanding of the Coast Guard's law enforcement mission with the basic skills and training necessary to be successful DOG members," said Cmdr. Mark Wilbert, the MLEA's commanding officer. "It's an excellent opportunity for our graduates who currently are not in tactical billets to take their training and expertise to another level within the law enforcement field."

Also, deployed personnel who aren't able to attend the A&S program may take a local PT test; evaluators then will review the relevant records to make a recommendation. Personnel with past deployments have a great potential for successful integration into a DOG DSE, said Hemann. 



► **NINJA TRAINING** Candidates build a bridge on the leadership reaction course, which tests decision-making and team-building at the Massachusetts Military Reservation, in Cape Cod, Mass., September 2007.





EMT *School* at 30

Story by PA1 Anastasia Devlin, PADET San Diego



**U. S.
COAST
GUARD**

POOL PARTY
An EMT "C" school class participates in pool olympics the day before graduation at Training Center Petaluma, Calif., Oct. 10, 2007.
Photo by CWO Scott Epperson, PADET Los Angeles

“I’m here to make a difference, and I do.”

That’s how ASTC Charles Carter, course chief at the Coast Guard’s Emergency Medical Technician “C” school at Training Center Petaluma, Calif., introduces himself to every class. He means it too.

Colleges allot an entire semester for the same class Carter leads.

“Our guys go eight hours a day, three weeks straight. That’s tough,” he said.

Those three weeks become a whirlwind of blood-squirting mannequins, midnight ambulance rides and mass casualty drills. All the while, Carter cheers them on with his gruff voice, unmistakable Boston accent and all the emotion of a high school football coach whose team is down at halftime.

“It’s crazy. You start seeing EMT stuff in your sleep,

literally. You wake up saying mnemonics,” said HS3 Anthony Gillespie, an instructor at the school. “You see the stuff dancing in your dreams by the end.”

Gillespie has a unique perspective because he was already a qualified EMT by attending a community college, so this was a refresher course for him.

“We’re stuffing a lot of info into the students in a very short time,” he said.

Specialty knowledge like, “how do you give CPR to a woman more than six months pregnant?” and “should I give nitroglycerine to a middle-aged male suffering from chest pain?” isn’t something you learn in the average CPR course. EMT students have to know how key body systems like the circulatory system work, do mathematical calculations for oxygen and medicine and learn to quickly assess, treat and package a patient for transport in a matter of minutes.

“It’s one thing to teach people how to pass a test, but we make sure they can make quick decisions in a hands-on situation,” said HSCM Kent Cook, head of the medical support schools. “Then they do it over and over and over until it’s second nature. There’s no guesswork.”

They also get a few nights each out on the “rigs” (ambulances in neighboring towns) to see how ambulance crews and emergency rooms run in the civilian world.

The course ends with a mass-casualty drill. After arriving on scene at a smoking building overrun with screaming, hysterical, fully-costumed “victims,” students must assess, prioritize and treat patients using the methods and systems they’ve been taught for the last three weeks.

“It’s like immersion language training. They eat, sleep and breathe emergency medicine while they’re here,” said Cook.

On the surface it may seem like too much to handle, but don’t tell that to Carter or the National Registry of Emergency Medical Technicians that accredits EMTs. Statistics from the NREMT put the Coast Guard’s first-time pass rate well above the national average with some individual classes as much as 30 percent higher.

“The majority of the people that are here want to be EMTs, and even though it’s intense, that intensity works for us,” said Carter. “It comes together nicely in three weeks, and we’re having a huge success rate.”

In addition to the compressed class schedule

◀ AIR SUPPLY

FS3 Kathleen Heitman gets ready to supply oxygen to a victim during an exercise at TRACEN Petaluma Oct. 31, 2007.



Photo by PAH Anandana Devlin, PACET San Diego



Photo by PAI Anastasia Devlin, JROTC San Diego

◀ BLOODY HOLE

A victim places a fake wound called moulage on his arm as he prepares for an exercise Nov. 1, 2007.

and extra lessons, like water rescues, that aren't a part of standard EMT coursework, students are faced with a final exam that probes for weaknesses in their understanding.

A new computer-based testing system adopted by the NREMT last year measures the competency of each EMT candidate through an algorithm that selects questions based on how the student does throughout the test. Everyone gets the same starting questions, but subsequent questions are chosen based on the performance of the student. This process is repeated throughout the test with the student's ability continually re-estimated. It can take anywhere from 60 to 130 questions for the computer to make a determination that the EMT is qualified.

"[The test] teaches them to think systematically about each situation they go through," said Carter. He explained the importance of keeping focused, because the questions are written with extra facts to throw the candidate off. "You have to know which information is important; the information you need to hang onto to apply your medical skills."

It's no walk in the park even to those coming out of what is arguably the most demanding school in the Coast Guard, Aviation Survival Technician "A" School.

"It's tough, but for an AST who just got hammered for the last 18 weeks, you're not going to let the EMTs knock you out," said AST2 James Downey, a rescue swimmer at Sector San Diego who does law enforcement dog training on the side.

Even though the school is open to all rates, the program has a special relationship to the AST Rate. Before there were ASTs, flight corpsmen were the Coast Guard's flying lifesavers.


Cook, who became an EMT in 1980 so he could become a flight corpsman, is a walking encyclopedia of the evolution of mid-air medical evacuation procedures and flight

corpsmen history. Those medevac procedures literally wouldn't fly today without the modern training regimen imposed on rescue swimmers.

"The medicine part we knew, but we weren't always well equipped, and didn't always know the best way to get a person in the helicopter," said Cook. Back then, the idea was to "grab the patient and try not to drown while you're doing it."

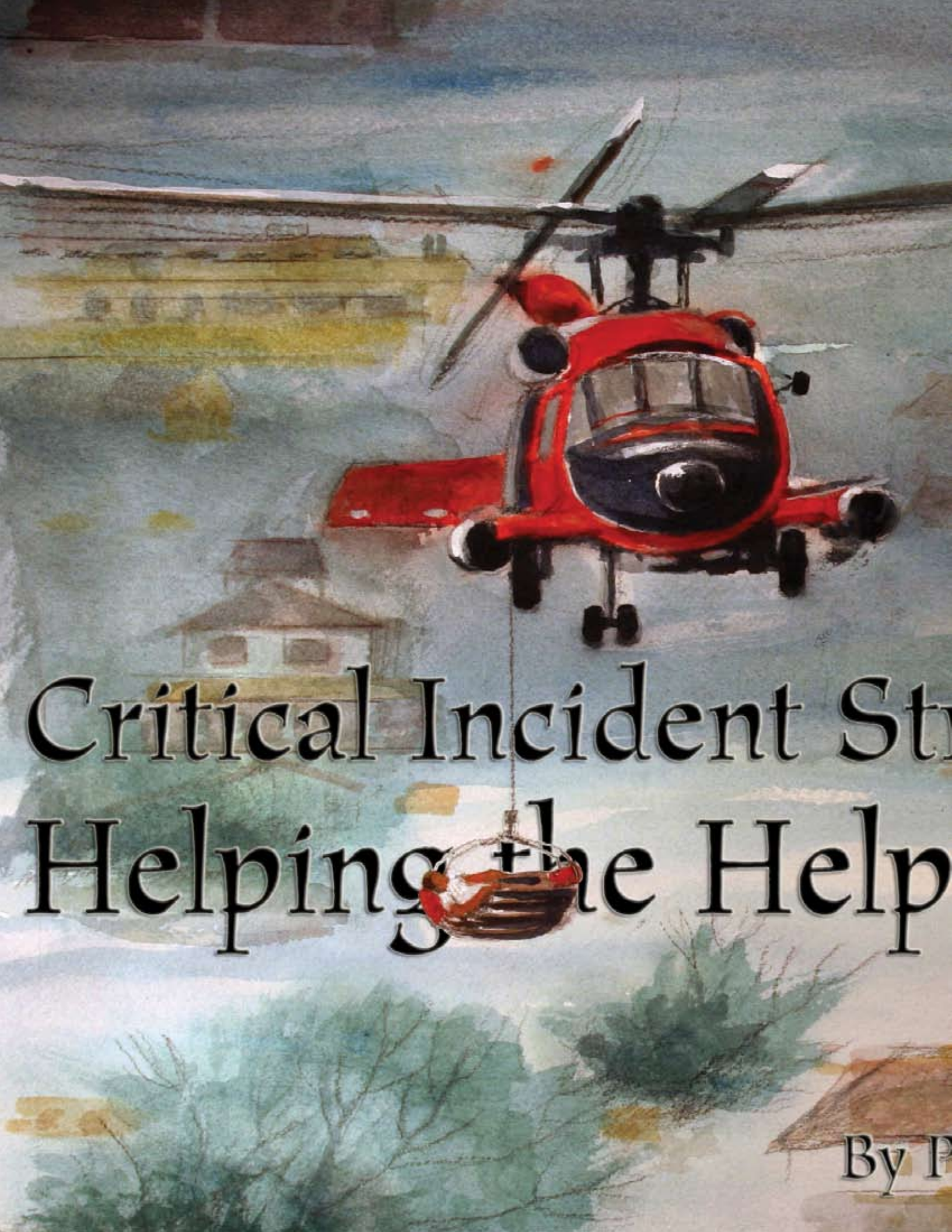
In a Service full of people dedicated to preserving life in perilous environments, EMTs take it a step farther.

It's a story that has played out countless times on Coast Guard fantails, boat decks and air frames everywhere; the moment after the victim has been plucked from the sea.

When a life hangs in the balance, an EMT is often the link to that next crucial heartbeat or the next lifesaving breath those first moments after the rescue. 

The school's 30th anniversary celebration is in the planning stages but will take place in early May 2008. If any past graduates, staff or survivors of EMT cases would like to participate in any way with the ceremony please contact ASTC Charles Carter at charles.s.carter@uscg.mil.





Critical Incident Stress Helping the Help

By P



Photo by PA2 Larry Chambers, 5th Dist.

▲ **SEARCH FOR SURVIVORS** A Louisville, Ky., based Coast Guard Disaster Area Response Team approaches a house in a flooded area near Lake Pontchartrain in the aftermath of Hurricane Katrina, Sept. 13, 2005.

ress Management ers

Imagine being a young person in high school mowing lawns in the community, and while mowing a neighbor's lawn you encounter a dead body. Visualize being a waiter at an upscale restaurant when a car accident occurs and victims need help escaping the flames. These scenarios paint a scary picture of something you may see in a movie, but not in real life. Young people traditionally are not expected to witness such things. However, young men and women barely out of high school join the Coast Guard and as their job description changes, so can the graphic nature of their lives.

The Coast Guard is and will always be a service that responds to tragedy. Plane crashes like TWA Flight 800 and Alaska Airlines Flight 261, natural disasters such as Hurricane Katrina and the terrorist attacks on Sept. 11, represent the horrific extremes handled by the Coast Guard. Yet the majority of cases involving devastation, injury and death are the kind that Coasties deal with every day. Many cases go unnoticed in the public eye because they are routine and do not carry as major a headline as the more notorious responses in Coast Guard history. To deal with the psychological response of Coast Guard operations, the service has in place an important program designed to address potential mental health issues of Coasties performing missions in traumatic situations. The program is called Critical Incident Stress Management.

It is a comprehensive system of services and programs designed to achieve several objectives such as preventing and alleviating the symptoms of traumatic stress disorder. CISM exists for Coast Guard crews that encounter a line of duty death or serious injury, multi-casualty incident or disaster, significant events involving children, suicide, acts of terrorism, search and rescue cases involving serious injury or loss of life and victims of violent crimes.

"CISM is a great field of study and very important to the Coast Guard's men and women and their ability to cope," said Capt. Robert Marshall, Chaplain for the Coast Guard Atlantic Area. "The Coast Guard carries out every day what it trains to do, and Coast Guardsmen deal daily with real life and death issues."

As is often the case, Coast Guard men and women leap when the SAR alarm goes off thinking solely of the mission. Boat crews and flight crews alike launch and do what they do best, saving lives without considering personal feelings or state of mind. When a case is over and Coasties have time to decompress and reflect on what they just participated in, what goes on in the mind of the individual?

"CISM was established so Coast Guardsmen could process the horrible stuff they are exposed to in the course of their jobs," said John Reibling, Employee Assistance Program Manager at Coast Guard Headquarters in Washington D.C.

The sight of a deceased person can have traumatic effects on people. Imagine finding not just a body, but, several bodies; young, old and possibly distorted. It is troublesome to think of, but it is reality. There is no sugarcoating the work of the Coast Guard. The job description deals with personal tragedy everyday, and Coast Guard crews must do it. CISM helps them deal with it.

"My experience with CISM has been pretty positive over the years," said BMC Jeffery Ryan, executive petty officer of Coast Guard Station Little Creek in Norfolk, Va.

Ryan's first experience with CISM came in 1996 as a BM2, during a patrol in the Mona Passage, the body of water between Puerto Rico and the Dominican Republic. "We had been patrolling for a couple of days looking for migrant yolas going from the Dominican Republic to Puerto Rico. On about our third day of patrol we intercepted the boat with 75 people onboard," said Ryan.

After refusing to stop, the small fishing boat tried to evade the Coast Guard with drastic results. The boat capsized, altering the cutter's law enforcement case to a recovery mission. "The crew began recovering people from the water and in the process one woman who was very weak and dehydrated drowned and a number of the crew observed it," said Ryan. After the woman was recovered, the emergency medical technician aboard spent

◀ **TRAGIC TIMES** A Coast Guard patrol boat secures New York Harbor as smoke rises from where the World Trade Centers once stood, Sept. 11.



Photo by PAJ Tom Speduto, PADET New York



USCG Photo

▲ **CATASTROPHIC CRASH** Wreckage from TWA Flight 800, which crashed south of Moriches Inlet, New York, sits on the deck of the CGC Juniper July 20, 1996.

more than 45 minutes trying to revive her with negative results. “This event had a traumatic effect on the crew and their morale,” said Ryan. After this event, a CISM team from San Juan, Puerto Rico, met with the crew.

“The CISM Team consisted of a psychiatrist, a couple of nurses and a chaplain, and they explained their purpose and how people deal with issues like ours differently,” said Ryan. “I personally did not want to talk to anyone; my response was to go bury myself in work and try to forget what I had seen.”

Statistics clearly justify the value of the program. In fiscal year 2006, not counting the aftermath of Hurricane Katrina which by itself involved one of the largest CISM responses in Coast Guard history, Coast Guardsmen responded to several other critical incidents involving injury or death. In 2006, 21 operational mishaps were reported that resulted in injury. Coast Guard crews responded to 95 incidents that included injury or death of civilians during search and rescue cases. There were 11 reported incidents of injuries or death sustained by Coasties unrelated to their operational duties and 12 reported incidents of injuries or death were sustained by dependents or other family members of Coast Guardsmen.

“You can see that recovery operations are by far the largest category involving CISM assistance,” said Reibling. “CISM is a natural

► **FALLEN FRIENDS** Members of the Coast Guard Ceremonial Honor Guard begin to fold the American flag during the memorial service for BM2 Steven Duque at Coast Guard Station Fort Lauderdale, Fla., Aug. 28, 2006. Duque and Lt. Jessica Hill died in the line of duty during dive operations in the Arctic Ocean Aug. 17 about 500 miles north of Barrow, Alaska.

extension of the Coast Guard’s humanitarian mission. Leaders want to take care of their people and this is a tool to help them do that.”

Reibling knows first hand the power of CISM. In the late 1960’s, he was serving as an enlisted Marine deployed to Vietnam witnessing the carnage of war first hand. “For about eight months of my tour in Vietnam as a Marine in 1966-67, I was attached to a medical company in Dong Ha, often carrying the wounded and dead,” he said. “If we had something like CISM or if a Chaplain or a senior member gave us an opportunity to talk about what we were experiencing, things would have been far different.”

The CISM program was officially instituted as Coast Guard policy in 1999. Today the program consists of 700 available CISM-trained volunteers at any time ready to respond if called. The Coast Guard has 33 Navy Chaplains assigned throughout the country who have the ability to respond at a moment’s notice.

“75 percent of all critical incidents in the Coast Guard involve rescue and body recovery missions,” said Reibling. It is important for Coast Guardsmen to know about this program and know that help is available, he said. “When stuff happens, it is okay to talk about it and it is normal to have a reaction. CISM can help you get over it.”

If ever in need of a CISM specialist, contact the local Work-Life staff at 1-800-872-4957 or online at http://www.uscg.mil/hq/g-w/g-wk/wkw/EAP/critical_incident_stress.htm. The number is toll free and available to any Coast Guard employee or family member. Most importantly, this number can be accessed 24 hours-a-day. In a major disaster like Hurricane Katrina, the CISM specialists are assigned to the Incident Command to coordinate and dispatch all CISM activities.


“As a future officer-in-charge, my early exposure to CISM has made me aware of the benefits of using it,” said Ryan. “Many of our younger members have never been exposed to some of the unfortunate and often unexpected situations we are expected to react to. Myself, I was raised in a small farm town in Ohio where there was very little exposure to the dramatic.” 

Photo by PA1 Dana Warr, 7th Dist.





Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: CG-133
Phone: (202) 475-5518
Fax: (202) 475-5917

COMDTINST 1040.4D
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MANDANT INSTRUCTION 1040.4D
CAREER DEVELOPMENT ADVISOR (CDA)

PURPOSE. This Instruction outlines revised respo
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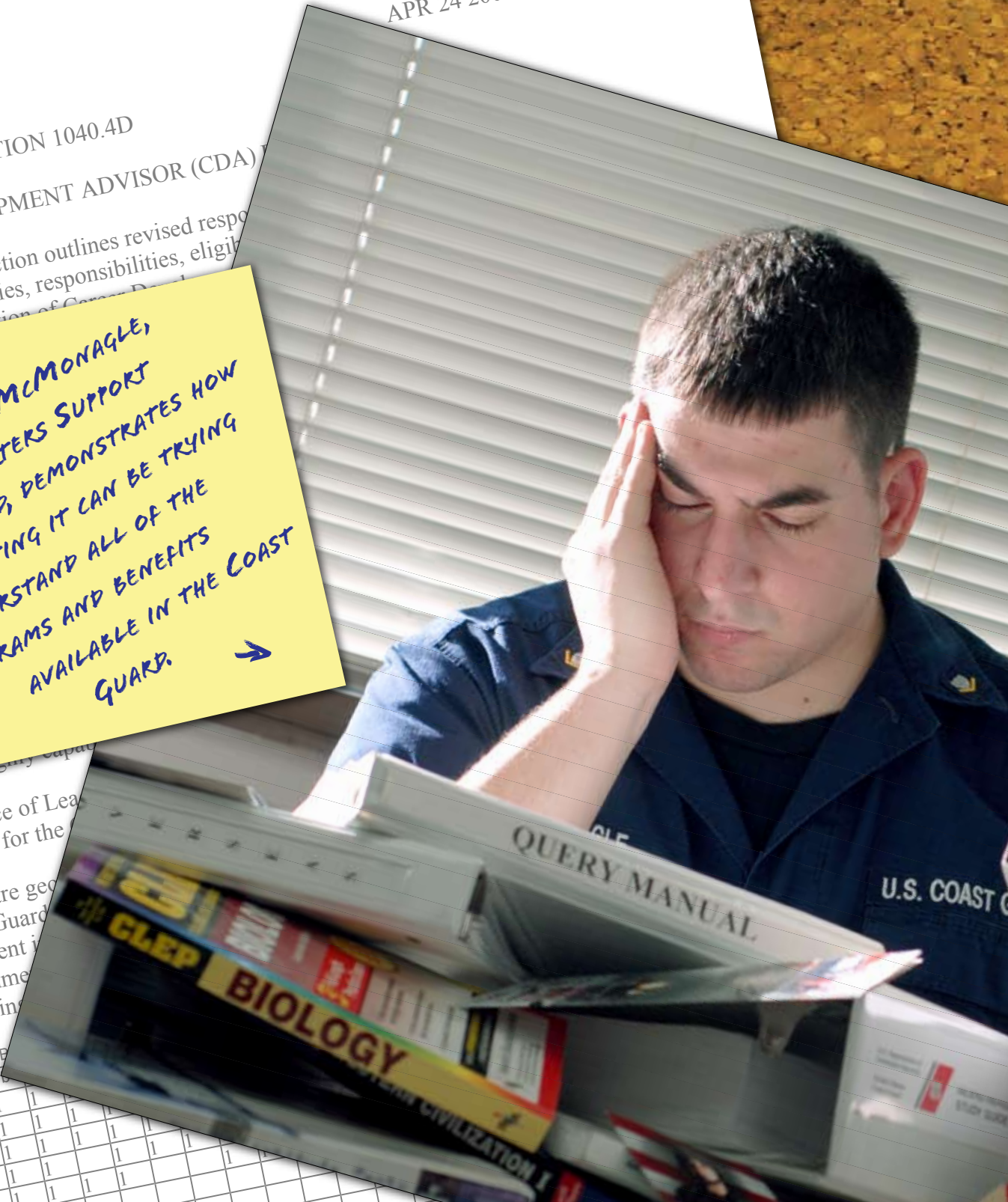
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**YN3 BOB MCMONAGLE,
HEADQUARTERS SUPPORT
COMMAND, DEMONSTRATES HOW
FRUSTRATING IT CAN BE TRYING
TO UNDERSTAND ALL OF THE
PROGRAMS AND BENEFITS
AVAILABLE IN THE COAST
GUARD. →**



MAKING

SENSE

OF IT ALL

STORY BY
PA3 TAKA MOLLE,
13TH DIST.

“How can we help you?”
Five simple words a career
development advisor loves to ask.

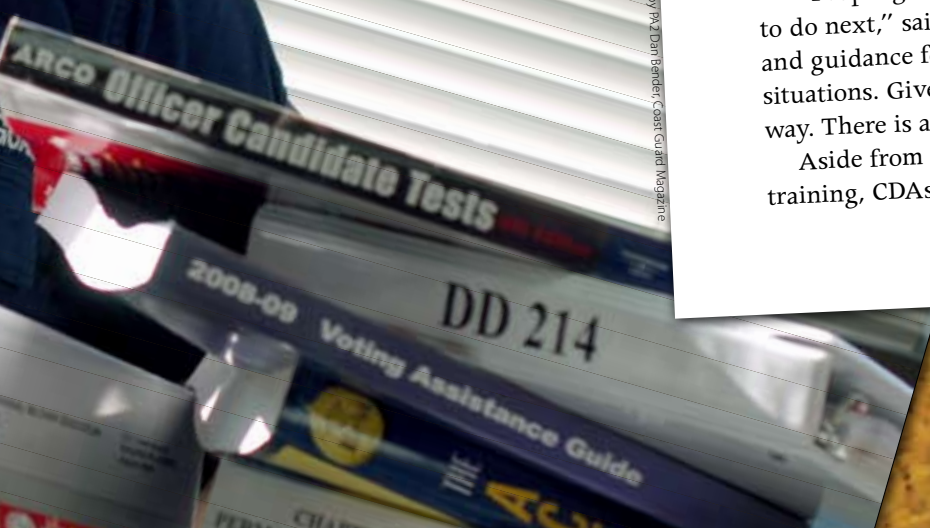
By definition, the Coast Guard's CDA program promotes policies, programs and initiatives designed to retain a highly capable, flexible and diverse workforce including enlisted, officer and civilian personnel and their families.

Because of this, one of the CDAs' primary goals is to ensure all Coast Guard members are fully aware of the benefits and programs available to them. Some of the common topics CDAs deal with are goal-setting, mentoring, leadership, career paths, service wide exams, evaluations and education. But the most common issues they encounter are financial in nature, said OCSJ Jason Schmidt, a CDA for the 13th District.

“People get buried, distressed and unsure about what to do next,” said Schmidt. “We provide tools, information and guidance for Coasties to put themselves in better situations. Give people what they need and show them the way. There is a light at the end of the tunnel.”

Aside from financial issues and general Coast Guard training, CDAs promote the value of continued education.

Photo by PA3 Dan Bender, Coast Guard Magazine



“Educational opportunities have improved greatly over the last 10 years,” said Schmidt. “It is generally free with tuition assistance.”

However, with roughly 20 active duty CDAs billeted for the entire Coast Guard, it can be challenging for one, two or even three CDAs to service an entire district.

“It’s easy for personnel at local units to make appointments and talk to us face to face,” said Schmidt. “However, not everyone can do that.” He added that they often answer questions by e-mail and phone, but to really spread the word they try to visit individual units in their district.

“We hold one four-hour session at the units we visit,” said Schmidt. He explained that members tend to be somewhat quiet during the actual seminar but are usually full of questions after the fact. “We like to stick around for two or three hours in case people have further questions or need specific counseling.”

CDAs keep the information in the training as current as possible by regularly reading ALCOAST messages,

message boards and reviewing newly updated Commandant Instructions. This is in addition to the rigorous training they must complete before becoming a CDA.


Most already bring a lot of experience and knowledge to the program because CDAs are typically senior enlisted members and have already been, or are slated to attend, the Chief Petty Officers Academy in Petaluma, Calif. What may be more important, though, is how much they care about the Coast Guard family.

“I love it,” said Schmidt grinning. “This is probably the best billet I’ve had in my whole career.”

“It’s extremely satisfying making a difference in someone’s life,” said retired MCPO Brion Newman, reserve CDA for the Thirteenth District. He mentioned that he has come across people he assisted in the past and they share about how

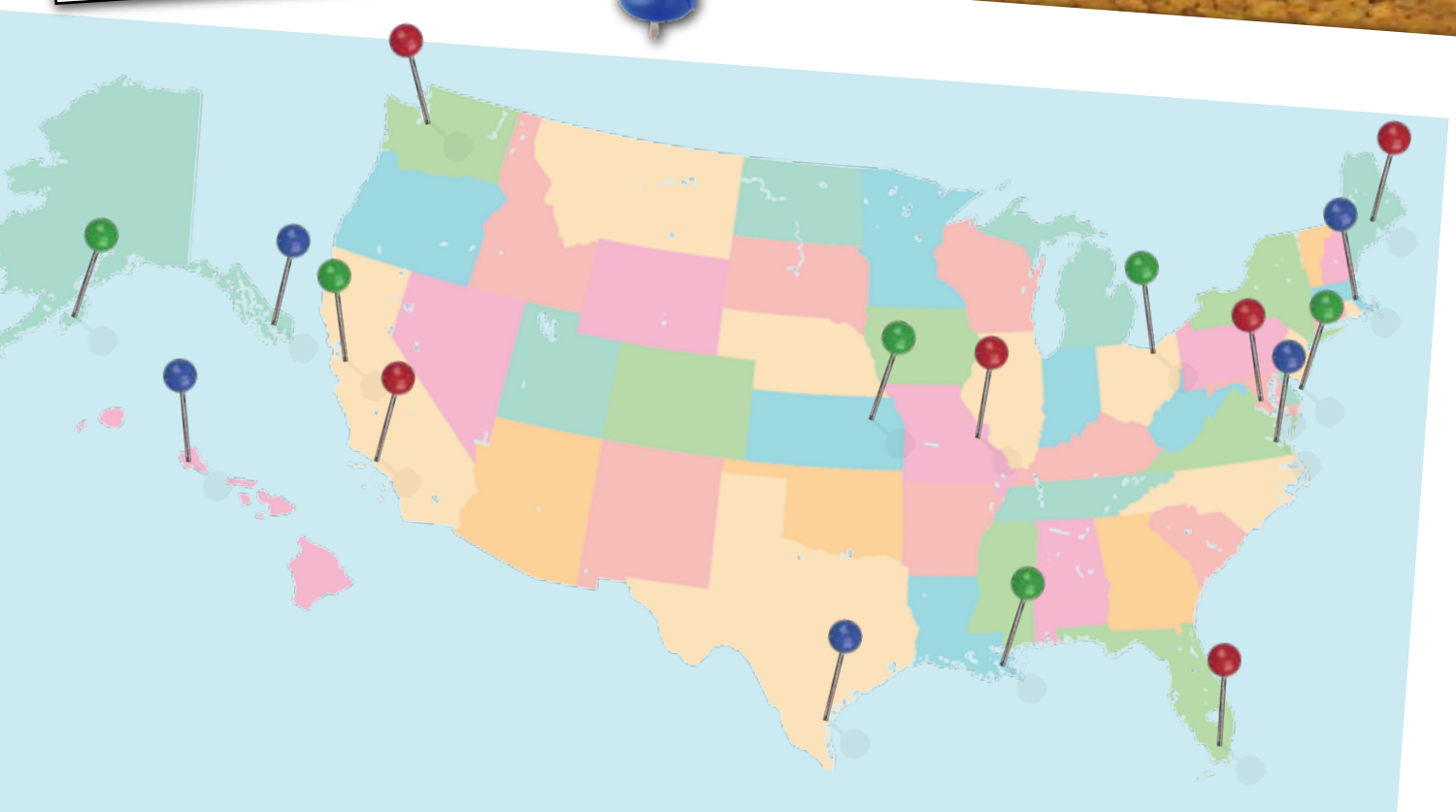
much better they are doing.

“It empowers us to give back to the Coast Guard team and share our information and experiences with the Coast Guard family,” said OSCS Penny Koons, a CDA for the Thirteenth District. “Everyone should take advantage of it.”

All you have to do is ask. 

**“WE PROVIDE TOOLS,
INFORMATION AND GUIDANCE FOR
COASTIES TO PUT THEMSELVES IN
BETTER SITUATIONS.”**

**OSCS JASON SCHMIDT,
13TH DISTRICT**





**CONTACT THE CDA
CLOSEST TO YOUR UNIT**

- BOSTON - (617) 223-3471
- PORTLAND - (207) 780-3089
- CAPE MAY - (609) 898-6280
- HEADQUARTERS - (202) 372-4035
- PORTSMOUTH - (757) 638-2700
- MIAMI - (305) 535-7585
- NEW ORLEANS - (504) 253-6350
- GALVESTON - (409) 766-4769
- CLEVELAND - (216) 902-6363
- ST. LOUIS - (314) 269-2490
- TOPEKA - (785) 339-3659
- SAN PEDRO - (310) 732-7582
- ALAMEDA - (510) 437-3947
- SEATTLE - (206) 217-6616
- HONOLULU - (808) 842-2043
- KETCHIKAN - (907) 228-0215
- KODIAK - (907) 487-5341

FREE ADVANCED TECHNICAL EDUCATION

There are many resources available to help Coast Guard employees further their education. These include tuition assistance, grants, the GI Bill and, specifically, the advanced education program. The Coast Guard's advanced education program pays you to go to school fulltime as if you were assigned to any other billet including basic pay and allowances in addition to the cost of school.

Advanced education programs are available in virtually all specialties such as marine engineering, finance, public affairs or intelligence as well as those sponsored by the Assistant Commandants for C4IT (CG-6) and Engineering and Logistics (CG-4).

The opportunities sponsored by CG-4 and CG-6 for officers are typically graduate programs while enlisted programs are for the pursuit of an undergraduate degree. Most programs allow up to two years to complete a degree.

Officer programs available:

- Advanced Computer and Engineering Technology
- Aeronautical, Civil, Naval, Ocean, Computer, Communication and Electrical Engineering
- Industrial Management
- Information Technology

Enlisted programs available:


- Advanced Computer and Engineering Technology
- Aviation Maintenance Technology

Whether officer or enlisted, the benefits of this program are tremendous, increasing your promotion opportunities while in the service and your job options after.

More information on the advanced education program is available on CG Central or from your education services officer. You can also contact the CG-4/CG-6 advanced education coordinator, Mary Fuata at (202) 475-5737 or via email at mary.k.fuata@uscg.mil.

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A photograph capturing an ice rescue training exercise. In the foreground, a red and black life jacket and a red helmet with reflective white stripes are partially submerged in a pool of water, surrounded by snow. In the background, several firefighters in red jackets and black pants are working on a snowy surface, some holding yellow hoses. The scene is set outdoors in a snowy environment, likely at a Coast Guard station.

ICE ICE BABY BM2 Clayton Franklin awaits his rescue
by MK3 David Melendez during ice rescue training at Coast
Guard Station Cleveland Harbor in Cleveland, Ohio, Feb. 27.

Story and photo by
PA3 William Mitchell, 9th Dist.



Warming up to Ice Rescue

A crack is forming beneath a man's feet. It gracefully cuts through the ice and connects with other cracks. Within seconds, an elaborate spiderweb of ice-cracks forms beneath.

However, the man returning from his ice-fishing trip is not aware because a fresh coat of snow is concealing the hidden danger beneath him.

In a heartbeat, he is neck deep in an icy tomb. Unable to climb out, his minutes are numbered. The local Coast Guard Station is racing against the grim reaper to be the first onscene.

The Coast Guard in the Great Lakes is unique for its Ice Rescue Program, brought about by the amount of people that venture out on the dangerous ice for recreation.


"Whenever someone is in need, we will move heaven and earth to make them safe ... whether the water is soft or hard, we have a duty," said Lt. Cmdr. Billy Mitchell, program manager for training and capabilities of the Ninth District Ice Rescue Program.

In Saginaw, Mich., the Coast Guard's Ice Capabilities

Center of Excellence has the duty of properly training Coast Guardsmen from 37 Great Lakes shore units and nine cutters. Station Saginaw River is also statistically the most active ice rescue crew in the Great Lakes.

A person in the ice is different than a person in quicksand. Due to hypothermia, the victim will not likely have use of his arms or legs, and the rescuer will be doing all the work with little assistance from the victim. A rescuer will have to get as close as possible to the victim, which in the worst case scenario could be in the water with them. Also, lassoing them and pulling is out of the question because the victim would be anchored against the edge of the ice as the rescuers heave around.

Great Lakes Coast Guard air stations used to have the monopoly on ice rescue, but weather and distance could make them unpractical to a Coast Guard shore unit that may be only a walk away from a successful save.

With the proper training, the Coast Guard has evolved to the cold weather of the Great Lakes and does not hibernate their heroism during winter. 

VESSEL

ZONE DESCRIPTION

DAY OF WEEK

DATE(DDMMYY)

AT

A Rhyming Tradition

POSITION

METHOD

POSITION

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0800

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Story by PA2 Judy Silverstein, USCGR

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REMARKS

While rhymes are not the lines with which Coast Guardsman routinely toil, penning poetry is an annual tradition. Using verse for the New Year's mid-watch log tests one's creative juices - and often, one's patience.

The deck watch officer traditionally has the dubious honor of writing the rhyming log entry. Over the years, humor has helped ease the tension of rhyming clunky terms. Many succeed in penning poems that rally the crew around a single feat for one watch each year. Some say that's the point.

"I think in general, traditions, seamanship and customs are what set us apart from a normal, 9-to-5 job," said Vice Adm. Robert Papp, Coast Guard Headquarters Chief of Staff, who recorded verse for the Headquarters intranet to kick off this year's Combined Federal Campaign in hopes of inspiring others toward charitable giving. "Traditions inspire us."

As the Coast Guard's Gold Ancient Mariner, it's only fitting my video would contain rhyme, Papp said. The Ancient Mariner designation is a ceremonial title given to the officer and enlisted person with the earliest recorded date of qualification as a cutterman.

Cdr. Matt O'Grady, of the British Defense Staff at the British Embassy in Washington, D.C., acknowledges a rich and lengthy history of maritime verse. Rather than rhyming the New Year's mid-watch log in his country, the British Royal Navy rings bells. O'Grady speculates both traditions might have begun as a way to pass the time on the usually quiet first day of the year, but sees a direct link to the popularity of verse to describe the sea.

Like many customs, its point of origin is difficult to document. There is evidence of verse with references to the sea appearing in Chinese, Sanskrit and Middle Eastern logs.

Others believe the rhyming tradition is a more recent custom. The Naval Historian's office researched old ship's logs and concluded there is little evidence of the rhyming log prior to the 20th century. Yet others think it is an old maritime tradition that has been revived. Whatever the truth may be, Papp acknowledges it's a tradition that caught on. Recalling his days as the Officer of the Deck on the CGC Ironwood, he said writing the mid-watch log with the quartermaster was a challenge. "The mid-watch was always, in my estimation, the toughest watch anyway," he said.

It is currently a practice undertaken by shore and afloat units in both the Navy and Coast Guard. No doubt all who have shouldered this responsibility recall the experience. For many years there have been contests to encourage extra effort. This year, the CGC Tahoma took top honors amongst entries from the Atlantic Area for an entry written while the crew of the Seneca was aboard. The

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		Gallatin and the Reliance were also chosen as runners up. Gallatin's rhyme tells the tale of their New Year's Day, 2008 patrol:
		THE WATCH HAS BEGUN MOORED STARBOARD TO THE PIER, AT D 2 NORTH SECTOR KEY WEST, ON THIS VERY QUIET NEW YEAR. IN USE ARE ALL THE LINES ONE THROUGH SIX, BY DOUBLING THEM ALL, WE HAVE A TIGHT FIX. OPCON AND ADCON BY COMLANTAREA WE HEAR, TACON IS JTATF-SOUTH AS WE BRING IN THIS NEW YEAR. BRAVO TWELVE STATUS WE SIT ON THE PIER, AND HOPE WE DON'T GET RECALLED WITHOUT HAVING OUR CHEER. FORCE PROTECTION CONDITION ALPHA, WE'RE READY TO FIGHT, TO KEEP OUR CUTTER SECURE, THIS WARM FLORIDA NIGHT. WATERTIGHT INTEGRITY IS A SURE BET, MATERIAL CONDITION YOKE IS DEFINITELY SET. NUMBER FIVE IS OUR CONDITION OF READINESS, NO HURRICANES IN THE FORECAST INCREASE OUR HAPPINESS. GAL1 THE SMALL BOAT IS MOORED TO PORT SIDE. GAL2 ITS PARTNER IS SAFELY CRADLED FOR THE RIDE. OUR LIGHTS ARE SHINING FROM STEM TO STERN, AND TOP TO BOTTOM THEY BRIGHTLY BURN. BOTH GENERATORS ARE TURNING FOR POWER AND LIGHT, NOT ALL SERVICES COME FROM THE PIER TONIGHT. TELEPHONE, SEWAGE, FRESH WATER TOO, FURNISHED BY OUR FAVORITE KEY WEST PUBLIC WORKS CREW. OTHER SHIPS PRESENT, SO MANY TO SEE. NO WAY TO MAKE A RHYME WITH THOSE NAVIES TO ME. SOPA WE ARE THIS BIG WHITE BOAT, 721, WE SIT HERE AND GLOAT.
		<div data-bbox="617 966 1193 1354" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>“I think in general, traditions, seamanship and customs are what set us apart from a normal 9-to-5 job. Traditions inspire us.” Vice Adm. Robert Papp</p> </div>
		It's one of many maritime traditions that bind us together as a service, Papp said. And while rhyming nautical terms and military jargon can be a daunting task, it may be a job that bodes well
EXAMINED USCG NAVIGATOR/XO	APPROVED USCG COMMANDING OFFICER	



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REMARKS (continued)

for one's future. Along with Papp, Admiral Thad Allen, Commandant of the Coast Guard, tried his hand at verse. In 1972, when Allen was an Ensign assigned to the CGC Androscoggin, he took first place for his mid-watch log entry in a Navy Times contest.

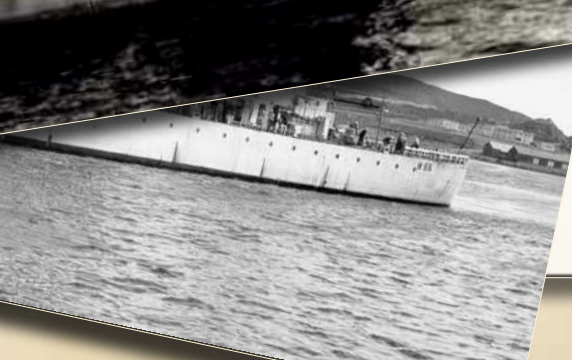
The Coast Guard's historian's office is composing a file of New Year's rhyming log entries, past and present. They request that any units with these logs entries send them to:

Historian's Office, CG-09224
U.S. Coast Guard Headquarters
2100 Second Street, SW
Washington, DC 20593-0001

▼ **OLD SCHOOL** The 255-foot CGC Androscoggin, stationed at Miami, Fla., as a training and search and rescue ship, carries specially trained U.S. Weather Bureau observers to gather upper-air weather information during a patrol in the Gulf of Mexico Aug. 13, 1958.



Coast Guard file photos



USCG COMMANDING OFFICER

PREVIOUS EDITIONS ARE USABLE



U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-4380A (Rev. 6-04)	LOG-REMARKS SHEET
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VESSEL CGC Androscoggin	ZONE DESCRIPTION +4 Quebec	DAY OF WEEK Friday	DATE(DDMMYY) 01/01/72
AT Miami Beach			

POSITION	METHOD	POSITION	METHOD	POSITION	METHOD
<h1>CGC Androscoggin New Year's Eve Log 1972</h1>					
<h2>1972</h2>					

Story by Ens. Thad Allen, future Commandant

<p>Such as I, on numbered ships, on many nights, for countless years, Have toyed their minds in search of words To describe a mooring to some pier; Or the loneliness out underway, Remembering gentle words and tears, And find some clever way to state The movements of a thousand years. So I, like them, with pen in hand Here on these pages now commit The status of our weather ship And the varied functions there, to wit. Our mooring lines run two by two Secured are we this year so new Berth, Foxtrot, to which our hawsers reach Is to our port in Miami Beach. Commander, Coast Guard District Seven Sits above us in the heavens. He gives us orders and transfers souls And exerts his operational control. Since airplanes in the foremast look pretty unsightly All of our lights are burning brightly. To wet our throats and light our way Throughout these Charlie-status days Upon the dock we must rely For telephone and shore ties</p>	<p>So we may protect those here inside We have sit Yoke modified And to insure this ship stays sound The messenger is making hourly rounds. Pollution abatement is the Coast Guard's pride But we are pumping our sewage over the side And last there are those more lucky than we In duty section one, two and three For to keep the wolf away from the door The duty belongs to section four. While at home with family and fireside bright The commanding officer is ashore tonight. ...with duties done and entries made, I can only sit and ponder The pathways through the coming year And courses we must wander. Ours is such and duty calls, But the day must come for us to see The people of the Earth walk hand in hand And all nations are one and free. Until that time we all will pray That we may find each other Then stop the wars that mean our doom And walk the Earth as brothers... Few creatures are stirring to see the year slip, Brow quite wrinkled and dark eyes set deep Love, peace and joy are there to be found</p>
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USCG NAVIGATOR/XO	USCG COMMANDING OFFICER

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LOG BOOK

The Return of El Tiburon Blanco

Story by PA2 Shawn Eggert, 13th Dist.

There is a legend that tells of a great beast that stalks the balmy waters of Central America. When it is near, smugglers and their shipments of valuable narcotics vanish from the sea. They call the beast El Tiburon Blanco, and a trail of seized vessels follows in its wake.

El Tiburon Blanco, also known as the CGC Steadfast, homeported at Astoria, Ore., spent 54-days on patrol off the west coast of Central America. While there, the vessel and its crew worked with local authorities from four different countries performing counter-narcotics operations.

"In the course of the patrol, we recovered around one hundred bales," said Cmdr. Matthew Gimple, commanding officer of the Steadfast. "That's approximately five thousand pounds of cocaine."

The Steadfast had been on patrol for only two weeks when it encountered the Yorlenny II, an 85-foot fishing vessel. A boarding team from the Steadfast, along with a Costa Rican shiprider went to investigate.

"Their fish holds were filled with sharks and marlin, but it was obvious they hadn't been fishing for at least two weeks," said YN1 Tim Coffey. "The fish they had were frozen solid with inches of ice on them."

"On first glance you wouldn't think these guys had anything to do with the drug trade," said EM2 Archibald Newland. "They did a pretty good job of disguising their purpose out there."

A hidden compartment was found beneath a fish hold and not long after sunrise, the crew spotted and collected 81 bales and 49 bricks of cocaine from the water.

The crew of the Steadfast worked



Photo by Lt. Brian Carroll, CGC Steadfast

▲ **TEAMWORK** Costa Rican authorities and Coast Guard members offload cocaine from the CGC Steadfast in Puerto Caldera, Costa Rica, Dec. 2, 2007.

with shipriders and agents from Panama, Costa Rica, El Salvador and Nicaragua. This allowed the countries to train together and gave the Coast Guard an edge when dealing with local fishermen.

"The shipriders were very helpful during our boardings bringing in local knowledge we wouldn't otherwise have access to," said Gimple.

Later in the patrol, a Canadian maritime patrol aircraft spotted a boat the Nicaraguan Navy suspected of drug trafficking. The vessel dumped its contraband and attempted to evade notice while a call was made to the Steadfast to attempt an intercept.

"Once the boat spotted the Steadfast, they tried to run and the helo caught up with them," said BM1 Mark Higgs. "They thought the helo was going to fire on them so they stopped."

A boarding team had already


departed the Steadfast and was on its way to the vessel.

"There were no drugs, but there was evidence including material commonly used to wrap bails," Higgs said. "We handed the vessel over to the Nicaraguans and took its crew onto the Steadfast."

With the go-fast taken care of, the Steadfast turned south in search of the jettisoned narcotics.

"It was one of our helmsmen who spotted the first bail," said Higgs. "We pulled it aboard and realized we were on the edge of a debris field."

The crew of the Steadfast recovered a total of 18 bails of cocaine weighing about 980 pounds and handed the four crewmembers over for prosecution.

The Steadfast returned home on Dec. 29, 2007, El Tiburon Blanco's hunger for counter narcotics satisfied. Though the Coast Guard will always return to menace the drug traffickers. 

International Patrol Nets Big Returns

The USCGC Boutwell and Chinese fisheries officers combined efforts with North Pacific Coast Guard Forum partners to seize six fishing vessels in support of the U.N. Moratorium on high-seas driftnet fishing.

The vessels were configured for large scale high-seas drift net fishing, a method that indiscreetly captures sea life. It is recognized as being a main obstacle to sustaining world fisheries and healthy ocean ecosystems.

The NPCGF was established in 1999 and is comprised of coast guard type agencies from China, Japan, Korea, Russia, Canada, and the United States. It was developed to foster multilateral cooperation by sharing information and expertise on matters related to combined maritime operations, drug trafficking, maritime security, fisheries enforcement, and illegal migration.

Chinese law enforcement officials held a ceremony to honor the success of the summer's joint operations on Jan. 9-10 at the China Fisheries Law Enforcement Command's Shanghai Station.



Photo by Lt. W. M.

▲ **NOTHING BUT NET** Li Ming, Chief of China Fisheries Law Enforcement Command, Capt. Barney Moreland, Coast Guard liaison officer at the U.S. Embassy in Beijing, and Gu Daoliang, Chief of East China Sea Fisheries LE Command cut a net onboard the Lu Rong Yu 2659 in Shanghai during a ceremony honoring the seizure of six fishing boats that were engaged in high-seas drift net fishing.

MLE Academy Receives Accreditation

Story by Natalie Granger, CG-09222

The Coast Guard Maritime Law Enforcement Academy in Charleston, S.C., received Federal Law Enforcement Training Accreditation on Nov. 15, 2007.

"This is a significant step towards standardizing our maritime law enforcement training and we have an aggressive three-year plan to have six of our courses individually accredited including a yet to be developed law enforcement instruc-

tor training course," said Cmdr. Mark Wilbert, commander of the MLE Academy.

The accomplishment makes the MLE Academy the ninth federal academy to be accredited; others include Secret Service, Department of State Diplomatic Security, Federal Air Marshalls and Naval Investigative Service. These federal academies have all met and agreed to adhere to the 72 professional standards related to law enforcement training.

"Professional training standards validate that the right training is provided to the right employee at the right time," said Rear Adm. Cynthia Coogan, director of Coast Guard reserve and training. "It is an important piece in maintaining the Coast Guard's standard of excellence. Accreditation also provides consistency among federal agency training which in turn makes for more effective and efficient partnerships."

The mission of the MLE Academy is to prepare personnel to perform as boarding officers and boarding team members as well as to enhance the maritime law enforcement skills of students from local, state, federal and international agencies.

◀ **QUICK DRAW MCGRAW** Lt. j.g. Michael Cortese, an instructor at the Maritime Law Enforcement Academy, demonstrates the use of force simulator. The advanced computer system reacts to the students use of a weapon, pepper spray or baton.



Photo by Pdt. Adam Eggers, Pentagon Channel



Prevention over Punishment Traffic Stops at Sea



PULL OVER BM2 Erika Krol is treated to a fish story by a young angler aboard a pleasure craft August 1, 2007, near the Chesapeake Bay Bridge Tunnel off the coast of Virginia.

Story and photo by PA2 John Miller, 5th Dist.

A ports and waterways security patrol starts as the 87-foot CGC Cochito leaves its temporary mooring. Not long after it transits through the Port of Hampton Roads, the cutter's diesels throttle back and a five-person crew climbs aboard the rigid hull inflatable nestled in the cutter's stern.

The transom door slowly opens and the RHIB backs out and speeds away, heading toward a half-dozen recreational vessels bobbing in the swells next to the Chesapeake Bay Bridge-Tunnel. As the small boat approaches a center console, the face of the angler aboard hardens into a grimace. When BMC Charles Gordon, the Cochito's executive petty officer, begins asking the fisherman about his safety equipment his mood relaxes somewhat.

"We're not trying to be big, bad guys," said Gordon later of the boarding, which was uneventful since the angler had his required gear and documentation. "That's not our job. The most important thing for people to know is how and why they need to use their safety equipment."

Recreational fishing vessel boardings are the maritime version of traffic

stops and are preventative in nature rather than punitive. Boarding team members are usually looking to avert future problems rather than looking for violations to punish.

"Point blank, for us, boardings are for and about safety," said Gordon. "Most of the time when we board boats, it's not to bust fisherman, but to educate them."

That is because if a motorist breaks down on the side of the road, chances are that help is a few minutes away. However, boaters do not have that luxury, particularly in an environment in which conditions can rapidly change for the worse. To increase the capability to respond to urgent distress, the Coast Guard rolls safety into its mission as a federal law enforcement organization.


It's a proactive measure that produces results, said Dennis Sens, Boating Safety Coordinator for the Fifth District. "Boaters who are in compliance are better equipped to handle emergencies."

Despite the emphasis on safety, boarding team members understand that boardings can be dangerous. Consequently, all team members must be qualified to conduct them, either

by attending the Maritime Law Enforcement Academy in Charleston, S.C., or through completing the appropriate personal qualification standards.

"Safety applies to us as well," said BM2 Erika Krol, also assigned to the Cochito. "When we're making our first approach to a boat, we're always on the lookout for anything squirrely. Once we're on board, we continue to stay alert for suspicious behavior."

Krol adds there is always the chance that a vessel might be stolen or that an operator may have a weapon or be intoxicated. In case of criminal violations, boarding teams have the authority to arrest suspects. Usually though boaters suspected of crimes are detained and turned over to local or state authorities.

When there is a safety violation, the boarding team officer will issue the boater a boarding report, which is followed by a letter from a hearing officer to see whether the deficiency has been corrected. Gordon and Krol say most recreational boaters are out to have a good time. In addition, boarding teams like those aboard the Cochito want to make sure they do so safely. 

Convention Brings Together Women Aviators

Story by Lt. Cmdr. Gretchen Jones, Air Station Miami

During the week of Oct. 4, 2007, the town of Irving, Texas opened its doors to the Biennial Convention of the Women Military Aviators. Women from the five military branches pooled information and experiences in the hope of remembering history and enriching the present and future for female fliers.

Over 24 Coast Guard flight mechanics and pilots attended to hear Vice Commandant Vice Adm. Vivian Crea's keynote address. Attendees met and swapped stories with over a dozen of the original 1,127 Women Air Force Service Pilots in attendance, including Bernice "Bee" Haydu, the first president of WMA.

The WASP women served as ferry, maintenance and test pilots, instructors, air traffic controllers and aircraft production line workers on U.S. and British military aircraft during World War II. They joined the ranks of British and Russian female military pilots who were already serving in an effort to alleviate critical pilot shortages and help defeat the Nazi war machine.

The WASP founded WMA in 1978, less than a year after its members finally received congressional recognition as World War II veterans. Their history and service had all but been forgotten, and it took years to gain popular support for military recognition. It wasn't until stories began circulating about WASP members passing around collection hats to send their fallen sisters home and being denied the most basic military honors at their funerals that they gained the support that they needed. WMA was then founded with the twin goals of protecting the legacy left by women in military aviation and promoting current women

aviators in service to their country.


A highlight of the convention was a trip to the Texas Women's University, where attendees were treated to a luncheon and private tour of the Women's Collection. The University in Denton, Texas is the official WASP archive. They hold an unmatched collection of WASP photographs, oral histories, publications, uniforms and other items in their state-of-the-art facilities. Several of the WASP present relayed their oral histories over the weekend to add to the museum's already impressive collection.

The main speaking events were held Saturday and began with a memorial for both WASP and active duty members who had passed away. Then Bee Haydu, Sara Payne Hayden, Lucile Wise, and Doris Tanner, who were on the front lines of the fight for military recognition in the early 1970's, relayed their historic story during a panel presentation.

Air Force Lt. Col. J. Karen Klingenberger, Chief of Aerospace Medicine at Bolling Air Force Base, used *The Art of War for Women* by Chin-ning Chu to explain how women can achieve their most ambitious goals.

Crea kicked off the question and answer session by inquiring whether pregnant aviators should be permitted to fly. The resulting flood of comments and questions exceeded Klingenberger's time slot and prompted her to reconsider the topic for her upcoming Aeromedical Thesis.

The final speaker of the evening was Crea. She is the highest ranking female officer of any service and the highest ranking female officer in U.S. history. Her humorous and engaging speech included a sketch of her impressive Coast Guard career. To Crea, being successful meant having fun during each assignment and not taking herself too seriously.

Since the convention, three more WASP have passed away. Fewer than 100 WASP are still alive, but many continue to attend events such as these and a few even still fly. 

◀ **MEMORIES** Former WASP Bee Haydu looks at a scrapbook in the archive at the Texas Women's University library during the WMA Convention the week of Oct. 4, 2007.

Women in Aviation Information

www.womenmilitaryaviators.org
www.womensmemorial.org/
www.aoptero.org/htm/
www.nationalmuseum.af.mil/
www.pbs.org/wgbh/amex/flygirls/
www.twu.edu/wasp/
www.wingsacrossamerica.us/wasp/index.htm



USCG Photo



Capt. Hook Gets a Hand

Story and photo By PA2 Allyson Conroy, PADET Los Angeles

On the clear, crisp morning of Dec. 17, 2007, the crewmembers of the CGC George Cobb helped load an 1,100-pound sea lion, named Captain Hook, onto the deck of the buoy tender. Their mission was to transport him 60 miles off the coast of California to a sea lion habitat near San Clemente Island.

The crew worked with the members of the Pacific Marine Mammal Center, whose staff and volunteers originally rescued the sea lion in October near Newport Beach. This would be the first of two rescues for Captain Hook, who earned the nickname because he had more than 70 hooks and lines attached to him when rescued. He then spent about a month at the center where a veterinarian removed the hooks, the volunteers helped

fatten him up
and the
staff

worked to rehabilitate and help heal his wounds. Within a week of his release he needed rescuing again, this time with more hooks attached to him. Captain Hook was sent back to the rehab facility where he spent nearly a month.

“The idea behind rehabilitation is to send the animals back into the wild as healthy as possible,” said Melissa Sciacca, the director of development for the center. “The animals will eat about 50 pounds of fish a day while in captivity. We try to fatten them up as much as we can so they have a better chance of survival once they are released. Captain Hook seemed to enjoy claiming fish that were already claimed by fishermen. Hopefully by taking him out to San Clemente Island he will have more food and not feel

the need to compete
with
the

fishermen.”

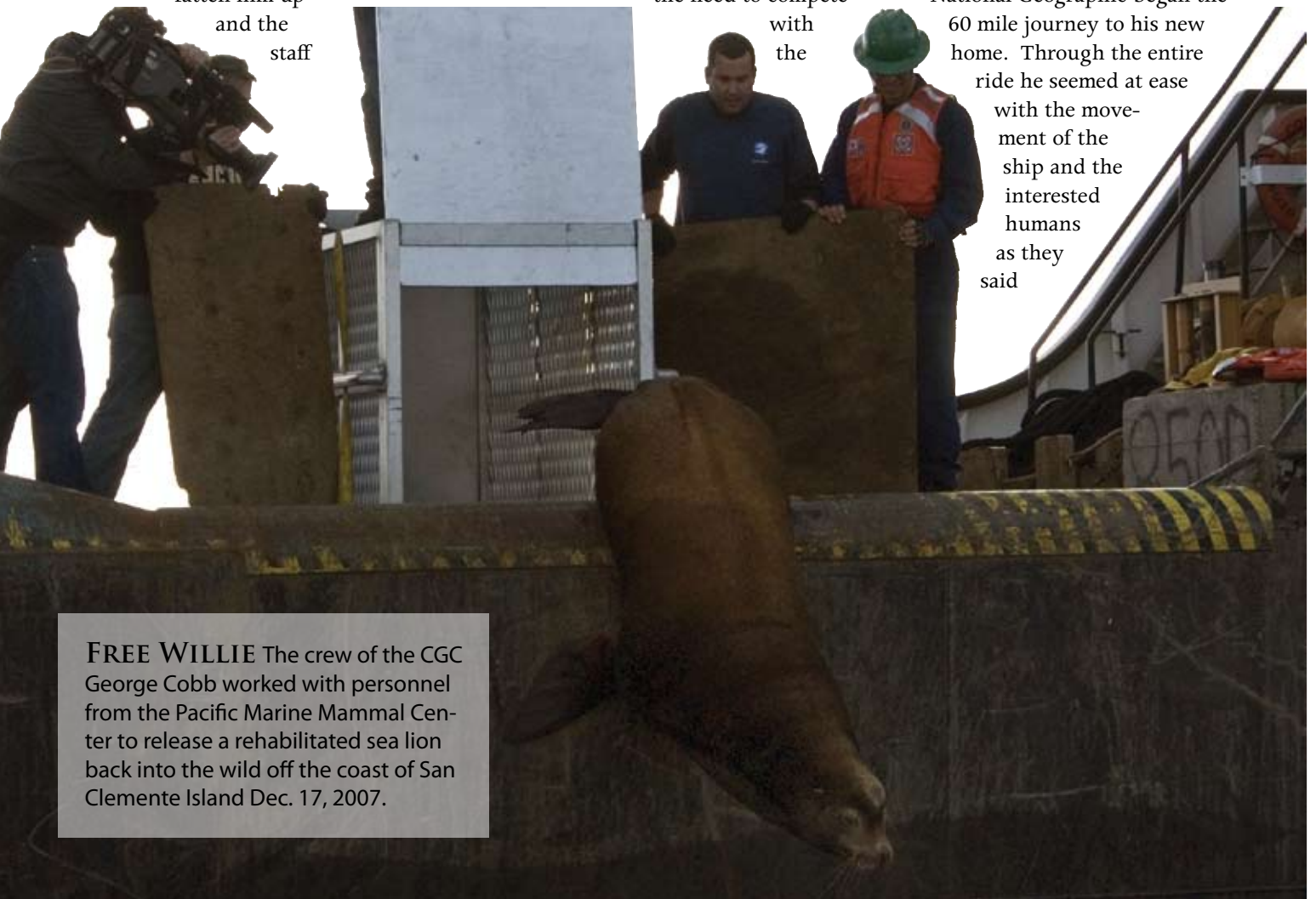
He was so big that he needed a very large boat to transport him to the habitat off San Clemente Island.

“This is a great opportunity to help out the environment,” said Lt. Cmdr. Shawn Decker, the commanding officer of the George Cobb. “One of our core missions is to protect the marine life. What better way to do that than to help with the release of this sea lion into an environment where he has the chance at a better life?”

The morning started early for Captain Hook, he was loaded into his transport cage and taken from the center in Laguna Beach to the cutter in San Pedro.

At 9 a.m. the Cobb’s crew and their guests, staff and volunteers from the center, and a camera crew from National Geographic began the 60 mile journey to his new home. Through the entire ride he seemed at ease

with the move-
ment of the
ship and the
interested
humans
as they
said



FREE WILLIE The crew of the CGC George Cobb worked with personnel from the Pacific Marine Mammal Center to release a rehabilitated sea lion back into the wild off the coast of San Clemente Island Dec. 17, 2007.



their goodbyes to him.


About three hours into the voyage, Dean Gomersall, the animal care supervisor for the center, Lt. Cmdr. Decker and Sciacca gathered around the chart table on the bridge to decide the best place to release the large mammal. Finally they chose a place that is a known sea lion habitat with “lots of female sea lions” and plenty of food. Sciacca believed these factors would give Captain Hook the best chance of survival.

At about 1:30 p.m. Captain Hook seemed to know he was near his new home. He woke up and started looking around and calling out. A couple of the volunteers tried to soothe him, telling him it wouldn't be long. Then the ship slowed to a stop and the ideal spot for his release was decided on.

Sciacca and Gomersall crawled on top of his cage to pull the door open as two volunteers from the center and a Cobb crewmember stood on the sides holding large plywood boards to coax the mammal out of his cage to the water.

Reminiscent of the Times Square ball dropping on New Year's Eve, everyone counted down from ten.

As the countdown reached one, Sciacca and Gomersall opened the door and told him to jump. Captain Hook briefly looked around as if he was contemplating his best escape. To everyone's satisfaction he decided on the water. With a big splash and lots of cheers, the sea lion entered the ocean and swam toward the island. After a couple of minutes swimming under the water, he poked his head up and seemed to look back to the humans who rescued him, cared for him and set him free. He wasted no time in finding new friends. Soon after poking his head up, he was seen swimming with two other sea lions, a couple of females, the volunteers suspected.

“This isn't something we get to do all the time,” Decker said, “but it is really neat we were able to help send him back into the wild. I hope we can work with the center in the future to do more good deeds such as this.” 

Liberty Delivers

Story and photo by By PA2 Eric Chandler, 17th Dist.

Wind and freezing rain blew hard against the CGC Liberty as it approached Elvin Cove, Alaska, Dec. 10, 2007. Damp air held the ever-present mist of a Southeast Alaskan winter. The scene calls to mind an image of a dramatic rescue, but this was a different kind of mission.

The Liberty was underway on a humanitarian mission to deliver donated items to the remote villages of Southeast Alaska, which town authorities would distribute. Elvin Cove was the first village visited by the Liberty. Next were the isolated towns of Pelican, Hoonah, Angoon and Kake.


Patty Lewis, vice chairman of Elvin Cove, greeted the arriving crew excitedly, anticipating its cargo of blankets, coats and new toys. Items donated by Juneau residents were offloaded as Lewis thanked the crew repeatedly for their efforts. “This is the first cutter to moor at Elvin Cove for fifty years,” said Lewis.

The residence of Juneau are aware of the challenges of living in the isolated regions of Alaska, and have filled the collection bins for years. The spirit of giving has been a tradition, but the bins and storage areas filled faster than usual this year.

This year's haul was so large that the Liberty had to make two trips. Shoreside storage areas reached capacity quicker than anticipated.

Members of Sector Juneau, Integrated Support Command Ketchikan, the Juneau Area Chiefs Mess and 17th District administrative staff gathered items from collection bins and brought them to the Liberty's storage facility. There the crew of the Liberty spent several days sorting the items, washing clothes and taking blankets to local dry cleaners.

In the towns they visit, donations are met with appreciation. Town officials prepared programs to distribute the goods among senior citizens and the people who need them most. In towns with no toy stores, the children were cheerful to see the cargo of new toys.

“The mayors and authorities of each town wanted to express their sincere appreciation to the Coast Guard and residents of Juneau for their efforts,” said Lt. Jon Kreischer, commanding officer of the Liberty. “The donations were more than double what we have received in previous years, and I believe the operation has been a total success.” 



DONATIONS WELCOMED Crewmembers of the CGC Liberty unload donated cargo in Pelican, Alaska, on Dec. 10, 2007.

The crew of the Escanaba hosts the Food Network during a taping of their new show *The Next Food Network Star*. Dishing Up Fish Fare

Story and photos By PA3 Seth Johnson, PADET New York

TROUT marinated in grape jelly and marshmallow puree smothered sole aren't dishes you would usually eat aboard cutters, but these were just a few of the plates served up on the CGC Escanaba on February 1.

The Escanaba took a break from a living marine resource patrol in the North Atlantic and pulled into South Street Seaport in New York City to host more than 40 cast and crewmembers from the reality television series "The Next Food Network Star."

The show challenged contestants to prepare gourmet dishes in 45 minutes for more than 30 Escanaba crewmembers. Each Coastie was given a card to vote for their favorite dishes. Contestants were eliminated based on how they did.

None of the contestants were told of the challenge they faced aboard the Escanaba.

"It is exciting for us to put the contestants in a situation where they can be creative and inventive with a new fish dish," said Robert Bleifer, executive chef at The Food Network. "The challenges for them are definitely going to be trying to cook these dishes in such a confined space with such a small time constraint."

Taping a reality television show in the kitchen of a 270-foot cutter wasn't just a challenge for producers; the Escanaba crew had to begin preparations over a month before the taping.

"We had to rearrange the galley, kitchen equipment, salad bar and work with the producers while they planned out how the shoot would work," said Lt. Cmdr. Christopher Gale, executive officer of the Escanaba. "We have the

► FISH FOOD

Coffee and hoi sin marinated Arctic Char, one of the gourmet plates prepared by a contestant on the Next Food Network Star aboard the CGC Escanaba on Feb. 1.



galley, mess deck and scullery as cooking spaces and the ward room has been turned into a control center for the director and producers."

Commander Howard Shaw, commanding officer of the Escanaba said the crew was ecstatic about meeting professionals in the field to see how they were going to pull their challenge off.

"The cooks are extremely excited to have their galley on a national television show," he said.

The transformation of the cutter into a television show set went smooth as butter. Lighting crews unrolled hundreds of yards of cable through the galley, ward room and mess deck. Televisions, cameras, generators, burners and contestants were all brought aboard and taping began at 3 p.m.

The crew of the Escanaba was ready to eat.

By the end of the night, the diners had been fed a multitude of different fish dishes. Crewmembers were interviewed and provided their input to help the judges in their decision on who had the best and worst food of the evening.

FS1 Michael Pillow, with an initial reserved look on his face, chomped into a piece of macadamia crusted Tilapia with white chocolate beurre blanc.

"This fish is amazing," he said subsequently expressing his surprise. "I really dig the sauce."

The show is scheduled to air in mid April.



◀ **ALL ABOARD** The CGC Escanaba crew helps the Food Network load their equipment aboard the vessel at South Street Sea Port, New York City on Feb. 1.



Old Goat Gets a New Life



Story by LT. Mike Woodrum,
Air Station Sacramento, Calif.

USCG Photo

It was a cool, overcast morning as the plane rolled down the line to its spot. There had been many mornings like this in its long career, but now it had just received a makeover and onlookers could be seen captured in awe at the appearance of the freshly painted airplane. A handful of Coasties shared glances of pride in the job they had completed, a ten month long restoration.

The years in the California sun had not been kind to this HU-16 Albatross, or the Goat as it is more commonly known. With the paint faded by years of neglect, one could hardly tell the plane had Coast Guard markings. AMTC Dan Lechner took one look at the plane and decided a makeover was in order.

The HU-16, CGNR 7209, is part of the Aerospace Museum of California exhibit located next to Air Station Sacramento. When the museum underwent a multi-million dollar upgrade, the timing was right to give the Goat a fresh look. The museum agreed to purchase the supplies needed for the project, provided that the Coast Guard

supplied the labor.

Lechner rounded up volunteers and the makeover began in March. Showing up in rain slickers and scrubbers in hand, Lechner led the group in giving the Goat its first bath in many years.

It was after this bath that the crew realized that the flight controls covered with cloth were in poor

A History of CGNR 7209

CGNR 7209 is a HU-16, one of 464 built by Grumman Aircraft in Bethpage, New York. It was delivered to the Air Force on July 16, 1953 and assigned to the 1707th Training Squadron in Palm Beach, Fla.

In May 1959 it was deployed to Brookley AFB in Alabama. In March 1960 it was sent for storage at Davis-Monthan AFB in Arizona. In April 1961 it was transferred to the Coast Guard and assigned to Station Port Angeles, Wash., Its last two assignments were Station Corpus Christi, Texas in August 1975 and Station Traverse City, Mich., in March 1978.

CGNR 7209 is now on display at the Aerospace Museum of California in Sacramento, Calif.

condition and next to impossible to repair. The volunteers began fabricating new skins out of sheet metal to cover the flight controls, allowing young AMTs the opportunity to practice metal working.


Armed with respirators and sanders, the work of preparing the Goat for paint began. For several weekends, volunteers would come in and tackle part of the enormous job.

Deployments, the summer transfer season and a demanding flight schedule often reduced the number of volunteers to one or two a weekend.

After several months, the Goat was finally ready for paint.

Fortunately, the volunteers had a secret weapon in retired AMT1 Robert Condon. Condon was at the air station when the Goat received its last paint job and assisted by lending his expertise. With the unit's fuel cell hangar pulling double duty as a paint booth, several more weekends were spent prepping and painting sections of the airplane.

In the waning days of October, the long makeover came to an end. Using stencils and decals, Lechner put the final Coast Guard markings on the plane.

In total, 82 volunteers spent nearly 1,700 hours bringing the Goat back to life. 



Path of Least Resistance

Story and Photos By PA3 Seth Johnson, PADet New York

When FN Shaun Lin stepped up to the table for his last arm wrestling match of the evening it smelled like Icy Hot and sweat. It was his final bout of the evening at the Golden Arms Championship. More than 50 of the top amateur arm wrestlers gathered in the east lobby of the Port Authority building in New York City in November.

Lin seemed dwarfed by the biceps of most arm wrestlers at the competition. This was Lin's last competition as an amateur. Next year he plans to go professional.

Lin's opponent was shorter and broader, with a Captain America tattoo on his right shoulder. At the table, the pair locked hands. The referee gripped them to keep the opponents from moving.

After a pause, the referee yelled and jumped back. There was a loud crack as Lin lost his grip. The ref stepped up and bound their hands together with velcro straps. Seconds later Lin slammed the hand of his opponent onto the table, his seventh win of the night.

"Tons of big muscular guys come and think they are going to destroy people, but they lose because they do not have the mental element," said Lin who started arm wrestling when he was 16.

Lin's secret to taking down bigger opponents is his mental and physical control technique that he learned from his coach and mentor, Mike Selearis, a 32-year old pro arm wrestler and science teacher.

Selearis is a well known arm wrestler who has gained national recognition for his strength and control techniques. Selearis said he saw something in Lin while he had him as a student that would make him a fierce competitor.

"You could tell just by looking at him that he was very

focused," said Selearis.

After years of training with Selearis, Lin continues to challenge himself at every opportunity. To improve his skill level Lin said it is important to arm wrestle as many people as possible.

He has competed in 18 matches and accumulated a string of victories. His success has encouraged him to start competing professionally.

"Tons of big muscular guys come and think they are going to destroy people, but they lose because they do not have the mental element."

FN Shaun Lin, Station Boston

The main difference between amateur and pro is that your endurance level needs to be higher. Pro arm wrestlers maximize their technique and leverage. Sometimes their matches can go on for several days," said Lin.

As he heads down the path of pro arm wrestling, he looks up to one of the elite.

"The best arm wrestler in the world, John Brzenk, has had tournaments where he has faced 100 random people consecutively and has won with ease," he said.

He follows a Brzenk motto. "My arm is like electricity, it follows the path of least resistance."


Lin has made the motto a practice.

"When I was 16 it was all about raw strength," he said. "After you start to build your technique you realize it is more about pressure and how to manipulate hands."

Arm wrestling is 80 percent mental and 20 percent physical, said Lin. "I have beat people over 250 lbs before," he added. "I focused on how to control them and I won."

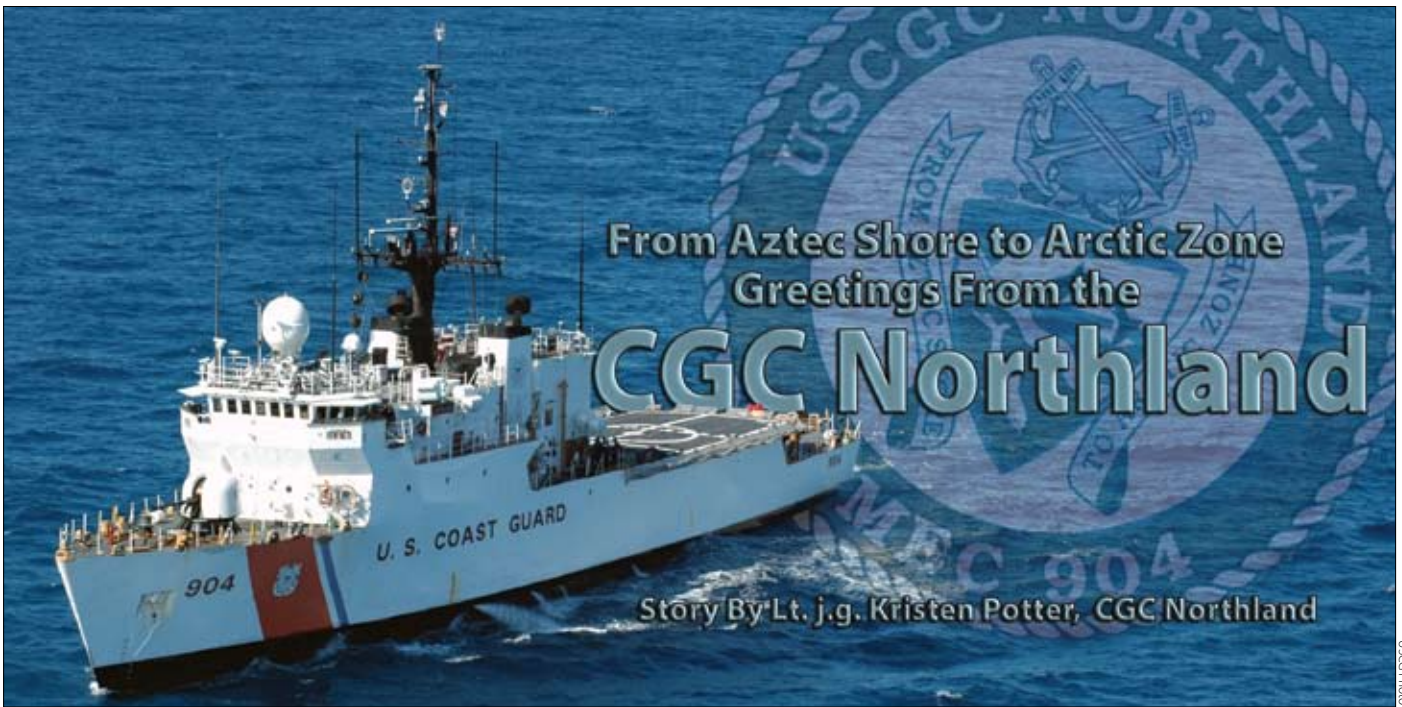
At the end of the Golden Arm's Championship Lin stood on the winners pedestal twice for taking first in the left arm 175 lb. amateur weight class and third for the 175 lb. right arm amateur weight class.

While the competitors were funneled out of Port Author-

ity, Lin gathered his belongings and awards. Most competitors had already gone home; however Lin remained and practiced with friends. While many competitors were out celebrating their victories, Lin took a train to practice with a group of arm wrestlers in Queens. 

◀ **OVER THE TOP** FN Shaun Lin, Station Boston, faces off with his opponent Joseph "JJ" Justin in the finals for the 175 lb. left hand weight class, at the Empire State Golden Arm Championship in New York City Nov. 2007.





CGC Northland has a long history and is the second cutter to carry the name. The original Northland served from 1927 to 1946 and had the first American naval capture of World War II. Northland went on to sink a submarine and capture or destroy all German radio and weather stations around Greenland, earning two battle stars.

The Northland of today carries on that proud tradition, performing a variety of missions including search and rescue, counter-drug enforcement, migrant interdiction, living marine resources, and homeland security. With its crew of 14 officers and 85 enlisted, Northland does the nation's business all over the world. Just within the last two years, Northland has patrolled the Caribbean Sea, Gulf of Mexico, the Mediterranean, the Black Sea, and the entire Atlantic from Canada to Florida.

Many crewmembers do not live in Portsmouth, but rather in the nearby towns of Norfolk, Chesapeake, Suffolk, Virginia Beach and Newport News. The area provides a wealth of activities for all crewmembers and their families. When not on duty, there is always something to do. Watersports, boating, camping and hiking are all popular activities


in the area due to the beautiful surroundings with pleasant year-round weather.

The nearest large city is Norfolk, just 15 minutes from the ship, and Washington D.C. is only a three-hour drive. Virginia Beach is just 30 minutes from the ship, offering the full resort type atmosphere. The area is packed with a variety of restaurants and has a busy nightlife.

For history buffs, this area of Virginia couldn't be better. With the Nation's historical triangle of Williamsburg, Yorktown and Jamestown and there is a plethora of museums in the area.

Southeastern Virginia truly offers something for everyone. If you would like to experience the

diversity of this area and be part of a fast paced, action packed adventure, Northland might be right for you.

For more information, visit Northland's website at <http://www.uscg.mil/lantarea/cutter/northland/index.htm> 

Housing:

Barracks rooms are available on base at ISC Portsmouth for non-rates and unaccompanied petty officers. Average rent in the Portsmouth/Norfolk area is between \$800-\$1000.

Weather:

The area climate is warm during the summer months, with average temperatures in the high 70s and cooler in the winter months, when temperatures can dip into the 40s. July is the warmest month, with average temps in the high 80s. Rainfall is moderate, with an average of 46 inches of precipitation per year.

Education:

Nearby colleges include Old Dominion University, College of William and Mary, Regent University, Johnson & Wales University and Tidewater Community College.

Facilities:

ISC Portsmouth has an exchange, fitness center, with an outdoor pool and indoor basketball and racquetball courts, an all hands club, medical services and an active MWR office. In addition there are several Navy bases nearby which provide additional services.



Responsible Riding

Story By HSC T.J. Miles, 8th Dist. and PA2 Ryan Doss, 7th Dist.

Motorcycle fatalities have increased 127 percent since 1997 and have passed pedestrian fatalities for the first time since 1975, according to the National Highway Traffic Safety Administration. This increase in deaths has brought motorcycle safety to the forefront of the Coast Guard's "Don't Let Your Guard Down" motor vehicle safety campaign.

Many people forget how vulnerable they are on a motorcycle with only two-wheels and their wits protecting them from other motorists as opposed to in a car where they are surrounded by an enclosure equipped with air bags.

In a car, you tend to look a few car lengths ahead. On a motorcycle you have to look a mile ahead.

You have to constantly remain aware of everything around you, said YN2 John Farrell.

"You have to constantly be thinking of escape routes such as, Can I pull off to the shoulder here? Do I try and pass this guy or slow down?' Riders have to give their full concentration to

There have been many technological advances in protective gear and there are many different styles to choose from. It is recommended that motorcyclists try on gear at a retailer to find the perfect fit before looking for deals online.


The motorcycle itself must have rear-view mirrors and the operator must have the headlights turned on at all times, unless prohibited by law.

Coast Guard personnel are required to complete a safety-training course approved by the Motorcycle Safety Foundation or a similar course approved by a state or the Department of Defense.

Motorcyclists must also have a valid driver's license with a motorcycle endorsement where required by law. This endorsement is required while operating a motorcycle on all Coast Guard and DOD facilities.

"Make sure to take the class. I thought I knew a lot, but you actually learn a lot more," said Farrell. "In the class we were told, 'the proper training and being prepared will make the difference between a minor and serious accident.' I

didn't believe this until it happened to me. There are two types of riders, those who have had accidents and those who will."

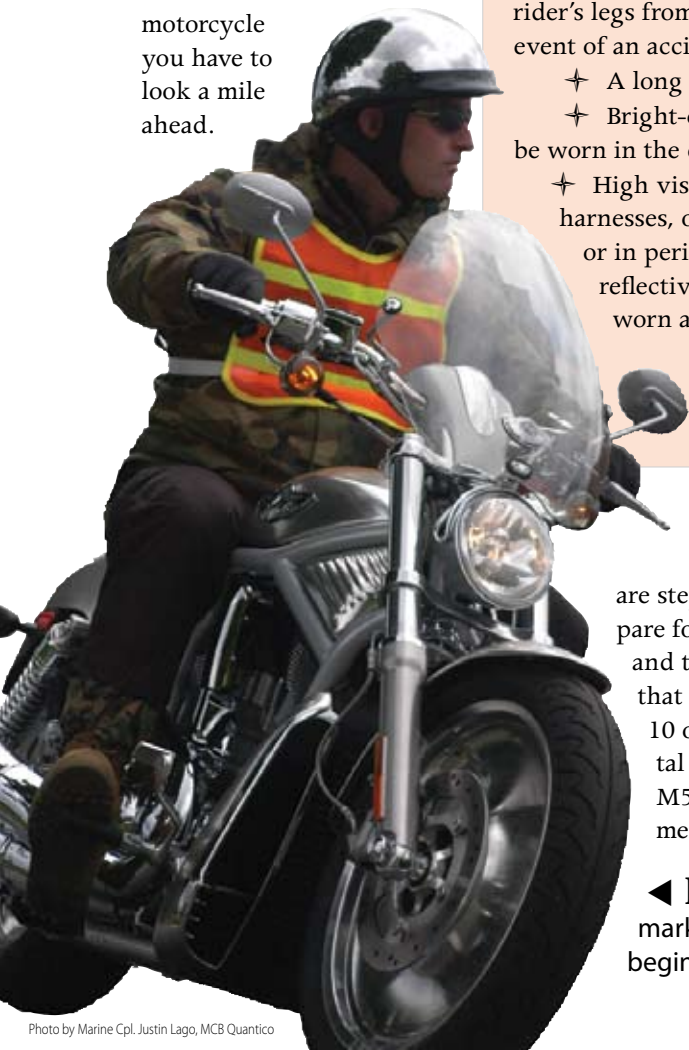
According to the NHTSA's Annual Assessment of Motor Vehicle Crashes for 2006, there were 4,810 motorcycle fatalities with 1,901 of them alcohol related. There were also approximately 88,000 motorcyclists injured. 

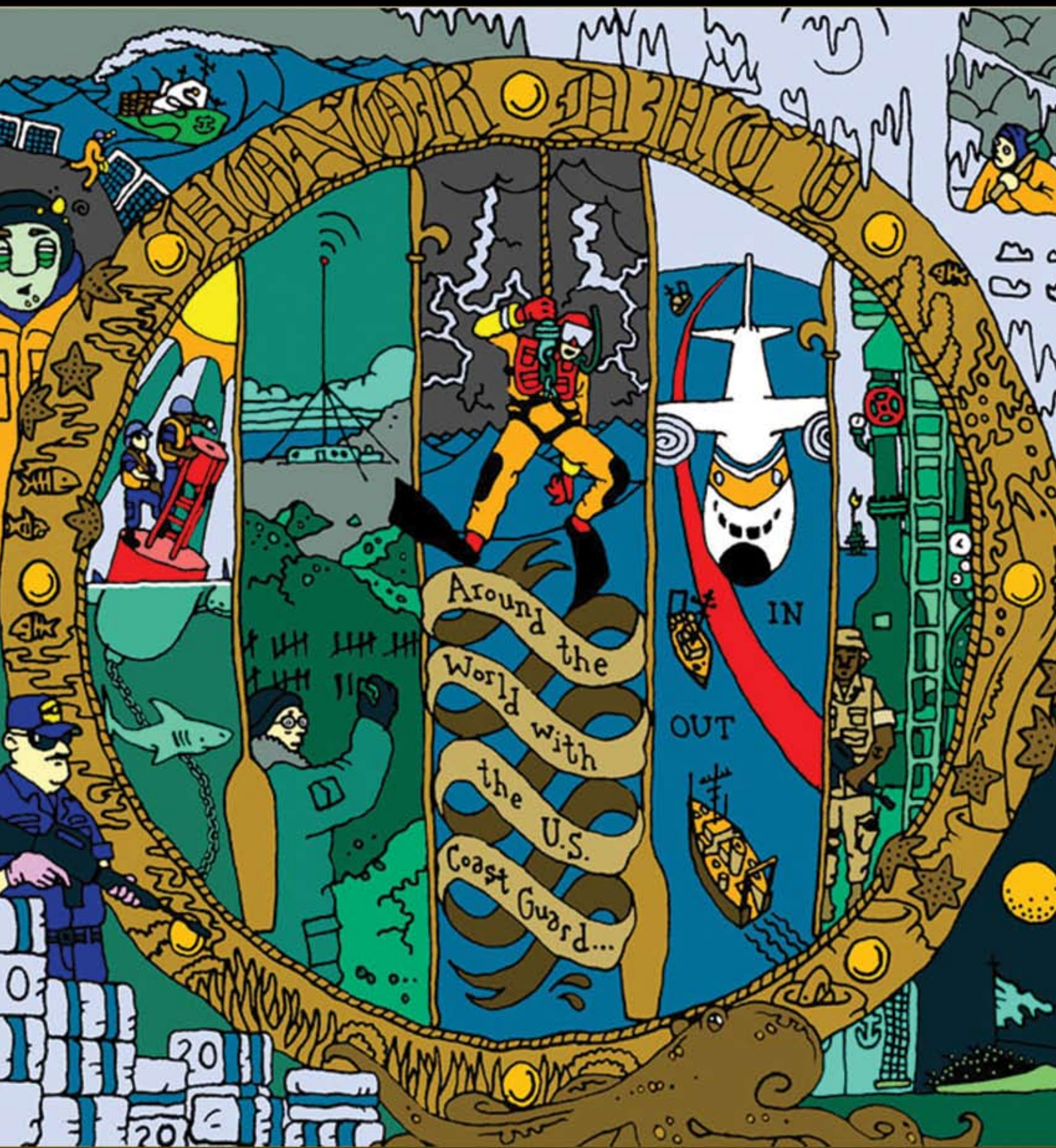
Required Equipment

- ✦ DOT or Snell-approved helmet worn with chinstrap properly fastened.
- ✦ Proper eye protection must be worn at all times. The material of the eye protection should be impact and shatter resistant. A helmet with a built-in, full-face shield is also considered sufficient protection.
- ✦ Sturdy footwear that covers the ankles must be worn at all times by riders.
- ✦ Full-fingered safety gloves should be worn to protect the rider's hands.
- ✦ Long-legged pants should be worn to protect the rider's legs from burns and to minimize injury in the event of an accident.
- ✦ A long sleeve shirt or jacket must be worn.
- ✦ Bright-colored or white upper garments should be worn in the daytime.
- ✦ High visibility reflective or retro-reflective vests, harnesses, or strips of such should be worn at night or in periods of low visibility. Retro-reflective vests or harness are required to be worn at all times while on DOD facilities.
- ✦ Additional padding or guarding for off-road activity must be worn when appropriate.

what's going on around them at all times," said Farrell. There are steps that riders can take to prepare for the unknowns that lie ahead and there are certain requirements that Coasties must adhere to. Chapter 10 of the Safety and Environmental Health Manual, COMDTINST M5100.47 outlines these requirements.

◀ **BORN TO RIDE** Marine Maj. Joseph Nukem makes a turn out of a marker weaving exercise May 25, 2005. The exercise is taught in the beginner rider's Motorcycle Safety Courses required for cyclists.





Around the
World with
the U.S.
Coast Guard...

IN
OUT



MORNING MAINTINANCE — A crewmember from CGC James Rankin, a 175-foot buoy tender homeported in Baltimore, Md., climbs down the side of a buoy after completing some early morning maintance on its light. The Rankin's crew helps maintain buoys in the Chesapeake Bay and Potomac River.

Photo by PA1 John Edwards, PADET Baltimore