

THE BREAKWALL

JANUARY 2009

USCGC HALIBUT (WPB-87340)

Newsletter

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Cover:
MK3 Greg Cooper
works on HALIBUT's
Main Diesel Engines

Greetings

Friends,

We entered 2009 with an intensive dockside maintenance availability that saw HALIBUT engineers working side by side with MTU Contracted Technicians on our engine overhauls. Additionally, a wide array of preventative hull and superstructure work was conducted by Deck and Operations Departments.

I'd like to congratulate BM3 Amanda Morton for earning Sailor of the Month Honors for December 2008! Her hard work as Operations Petty Officer improved processes in all phases of in port and underway operations.

Stay tuned for some exciting action as we're back out underway in the month of February. Thank you for your continued support!

Best Regards,

LT Paul Miller
Commanding Officer



LIEUTENANT PAUL MILLER



HALIBUT Morale



CGC HALIBUT'S Morale Fund contributes directly to the Morale, Wellness, and Recreation (MWR) of the crew. Unit ball caps and T-Shirt sales contribute directly to this fund. If anyone is interested in supporting the morale program with either a private donation or through hat/t-shirt sales, please contact:

Paul.J.Miller@uscg.mil

SEE BACK PAGE FOR ORDER FORM

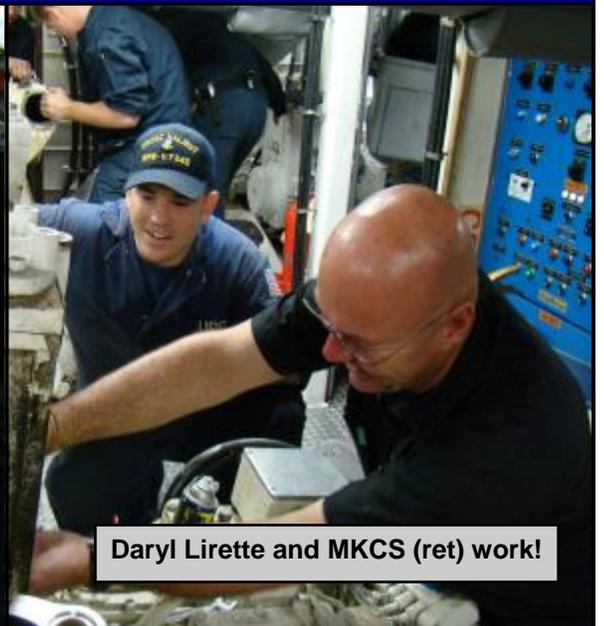
USCG Auxiliary members Kelly, Turner & Pages were presented with oars made by the crew of the CGC HALIBUT as thanks for their continuing support of the cutter and her crew.



HALIBUT DOCKSIDE AVAILABILITY



Senior Chief Simpson and MK3 Cooper inspect MTU Components



Daryl Lirette and MKCS (ret) work!



Richard Kurtze

We entered a 4 week dockside availability this month to address scheduled maintenance issues pier side. Namely, a contracted engine overhaul took place (MTU W-5 Overhaul) where piston's, cylinder liners, and other engine components were inspected, replaced, or renewed. Additionally, HALIBUT's small boat engine was pulled, inspected, overhauled, and painted corvette red!

Deck and Operations Departments were busy with superstructure/hull renewal and various electronics upgrades.

The contract was overseen by my Contracting Officer's Technical Representative (COTR) MKC Tim Pettengill. The contracted company, Marine Engine Maintenance was founded and led by retired Coast Guard Senior Chief Kevin Simpson.



William Irby looks on as MKCS (ret) and MK3 Cooper work on the engines



AND THE WORK CONTINUES...



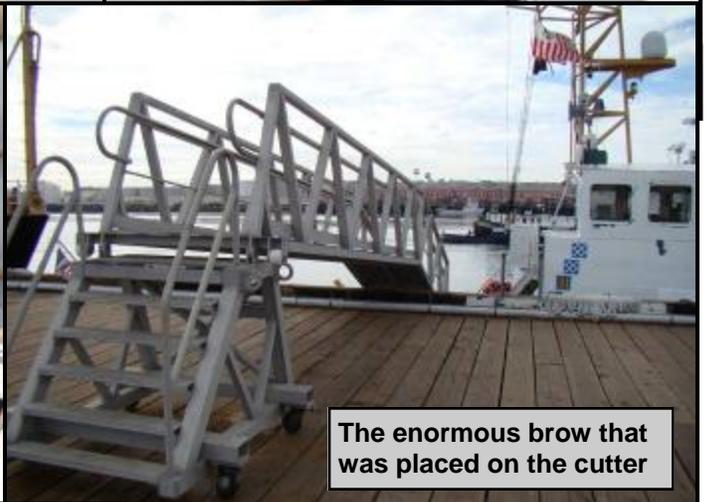
Divers inspect and clean the hull



Justin Pope renews the superstructure



JR Tinajero



The enormous brow that was placed on the cutter



Daryl Lirette and the Simpson Brothers



The cutter moored at ISC San Pedro

AND CONTINUES...



Why Corvette Red?
"Because we're better than you, and we know it!"

The Usual Suspects



Ricky Bobby

Senior

Greg Cooper

Bill Irby

Daryl Lirette

Rick Kurtze

EMC Reynolds

Amanda Morton
Sailor of the Month!



Senior and the crew taking readings off the MTU's during testing

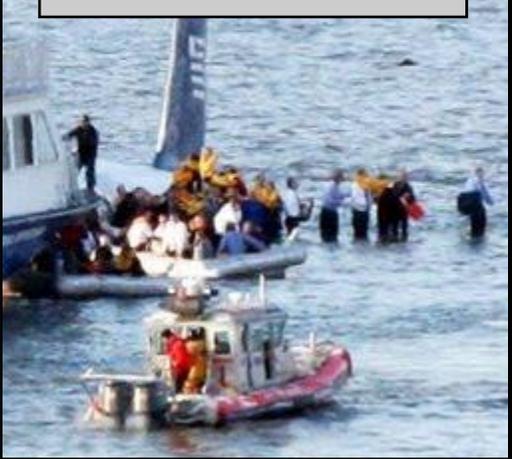
Scandinavia Airlines Flight 933

On January 15th 2009, an Airbus A320 made an emergency landing on the Hudson River where all 155 people onboard survived. Almost 40 years prior, a similar, more deadly incident happened off the South Bay Coast....

Pictures courtesy of LA County Central Section Chief Mickey Gallagher

Story courtesy of Wikipedia

A CG 25' SAFE Boat conducts rescue ops in the Hudson River earlier this month.



The Scandinavian Airlines System flight SK-933, a McDonnell Douglas DC-8 Series 62, tail number LN-MOO, named "Sverre Viking", of Norwegian registry, crashed in Santa Monica Bay, approximately 6 nautical miles (11 km) west of the Los Angeles International Airport, Los Angeles, California, at approximately 1921 P.S.T., January 13, 1969. The aircraft was operating as Flight SK-933 from Seattle, Washington, to Los Angeles, California, following a flight from Copenhagen, Denmark. A scheduled crew change occurred at Seattle for the flight to Los Angeles.

The accident occurred in the waters of Santa Monica Bay while the crew was attempting an instrument approach to Runway 07R at Los Angeles International Airport.

The SAS cockpit crew became so occupied with attempting to diagnose the lack of a nose gear green light that they allowed their rate of descent to increase until the DC-8-62 crashed into the ocean, well short of the runway. Of the 45 persons aboard the aircraft, 3 passengers and 1 cabin attendant drowned; 9 passengers and 2 cabin attendants were never found and presumed dead; 11 passengers and 6 crew members, including the captain, the co-pilot, and the flight engineer (systems operator), were injured in varying degrees; and 13 passengers escaped without reported injury. The aircraft was destroyed by impact.

The fuselage broke into three pieces, two of which sank in approximately 350 feet (110 m) of water. The third section, including the wings, the forward cabin and the cockpit, floated for about 20 hours before being towed into shallow water where it sank. This section was later recovered and removed from the water.

CGC POINT JUDITH (homeported in Santa Barbara, CA) moored in HALIBUT's (then POINT BRIDGE) present day moorings in Marina del Rey during the rescue and recovery attempts after the 1969 Scandinavia Airlines Flight 933 Crash in the Santa Monica Bay.



LAX Air-Sea Disaster Plan

From the recent incident in New York, many asked if the US Coast Guard and Los Angeles County were prepared to respond to such an event in the waters off Los Angeles International Airport. Through coordinated Federal and Local Response, the US Coast Guard and surrounding agencies would network resources together around an "Incident Command Structure." HALIBUT and Coast Guard Los Angeles have been training for years in preparedness for such an incident.

See Life Guard Central Section Chief Mickey Gallagher speak about the response:
<http://abclocal.go.com/kabc/video?id=6607237&rss=rss-cs-kabc-video-6607237>



CLICK on Picture to watch video

THEN: CGC POINT BRIDGE trains with Air Station Los Angeles HH-52 Sikorsky's and LA County Lifeguards off LAX in the early 1970's



NOW: CGC HALIBUT, Air Station Los Angeles, LA County Lifeguards, and LA County Sheriff's Department maintain an excellent operational and training posture for disaster response.

FS2's Recipe of the Month

Cooking the Coast Guard Way

Sorry! No recipe of the month for January! FS2 Mulford was one of only 12 Food Service Specialists in the Coast Guard to earn a spot at the Army's Advanced Culinary School in Fort Lee, VA this year. The four week intensive school covers the entire month of January. The following is a course description...CONGRATS Albert!

The ACSTC is a very intense hands-on course designed to improve the overall skills of an experienced cook. It is not the place to learn or review your basic cooking skills. The course focuses on knife skills, menu development, advanced baking techniques, buffet platter production and presentation, production of course meals, (three, five, and seven course), effective purchasing techniques, advanced dessert preparation, table service, nutrition, and much more.



*Hurry back Mulford,
We can't wait to taste what you have learned!*

HALIBUT on You Tube

To see the latest CGC HALIBUT YouTube Video, please Go to:
http://www.youtube.com/results?search_query=us+coast+guard+halibut&search_type=

Or click on the You Tube logo below

Videos by SN Brandon Blackwell



THE BREAKWALL

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Homeland Security



HALIBUT Morale ORDER FORM



NEW HALIBUT Trucker Ball Caps

No. Ball Caps _____ @ \$15 each = \$ _____



Official USCGC HALIBUT Crew T-Shirts

No. of each Size _____XXL _____XL _____L _____M

No. of T shirts _____ @ \$20 each = \$ _____



Official USCGC HALIBUT Unit Ball Caps

No. Ball Caps _____ @ \$15 each = \$ _____



HALIBUT Crew Hooded Pullover Sweatshirt

No. of each Size _____XXL _____XL _____L _____M

No. of Sweatshirts _____ @ \$40 each = \$ _____

Donation to Morale Fund \$ _____

Please Add \$8.95 for shipping on all orders Make checks payable to

SECTOR LA/LB MORALE ATTN: HALIBUT

ORDER TOTAL \$ _____

Please send this order form & checks to:

**HALIBUT MORALE
13871 Fiji Way
Marina Del Rey, CA 90292**

Questions? 310.823.2300 or
Paul.J.Miller@uscg.mil

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