

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
United States Coast Guard
Air Station Kodiak

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16240
JUN 29 1997

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From: Commanding Officer, Coast Guard Air Station Kodiak
To: Commander, Coast Guard Pacific Area (Pof)
Via: Commander, Seventeenth Coast Guard District (moc)

Subj: AVDET 09-97 DEPLOYMENT REPORT, USCGC JARVIS (WHEC 725)

1. Executive Summary: AVDET 09-97 deployed aboard CGC JARVIS from 20 May 97 to 14 Jun 97 for an ALPAT deployment in the Bering Sea and Western Gulf of Alaska. The AVDET flew a total of 32.2 PFHRS during 26 DDAS.

2. USCGC JARVIS and AVDET Personnel:

- a. CAPT Robert Rzemieniewski - Commanding Officer
CDR Christopher Conklin - Executive Officer
LT James Story - Operations Officer
LCDR Mark Porvaznik - Engineering Officer
- b. LT Christopher Day - Senior Aviator
LT Ronald Grant - Junior Aviator
AD1 Tom Brunney - Senior Aircrewman
AM2 Christopher Ruppert - Aircrewman
AT2 David Packwood - Aircrewman
AE3 Mark Frohnafel - Aircrewman

3. Aircraft Assigned: HH-65A CGNR 6528

4. PFHR/Flight Summary:

a. Employment Category Data:

<u>Employment Category</u>		<u>PFHRS</u>	<u>Sorties</u>	<u>Missions</u>
SAR	(3)	0.0	0	0
ELT-Fish Domestic	(7)	28.0	18	17
MEP	(21)	0.0	0	0
Training-Pilot	(39)	1.3	0	3
Training-Crew	(40)	0.8	0	2
Training-Surf	(41)	2.1	0	3
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Totals		32.2	18	25

b. Days Not Flown:

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<u>Reason</u>	<u>No. of Days</u>	<u>% of DDAS</u>
Ship Operations	6	23%
Weather	1	4%
In Port	4	15%
Maintenance	0	0%
	==	====
Totals	11	42%

c. Vessels sighted by helicopter:

<u>Nationality</u>	<u>Number Sightings</u>
U.S.	57
Foreign	37
	==
Total	94

d. Logistics:

Cargo (pounds)	1100
Personnel	19

e. Training Conducted: completed one HCO syllabus, one LSO Phone Talker syllabus, one LSO, five tiedown crew and eight fire team qualifications; conducted one ditch at sea drill, two crash-on-deck drills, two vertical replenishments, two Emergency Low Visibility Approaches (ELVA)'s, one wet Helicopter-in-Flight Refueling (HIFR), and 26 shipboard landings.

5. Narrative:

a. On 18 May, thorough in-briefs were conducted among representatives from Air Station Kodiak, the North Pacific Region Fisheries Training Center, and CGC JARVIS. AVDET 09-97 conducted an inspection of all shipboard aviation spaces. The AVDET was very impressed with the overall cleanliness and organization of the spaces. CGC JARVIS set sail from Kodiak the afternoon of 20 May 97.

b. During the first two days underway, several briefings were conducted which set a professional tone for this deployment:

(1) An initial briefing after embarkation was conducted with deck personnel to ensure safe and efficient helicopter crash and rescue evolutions.

(2) On the second day underway, a brief was held between Combat Information Center and senior AVDET personnel covering operating areas, lost communications procedures, reporting of contacts, emergency procedures, and other pertinent ship-helo discussion items.

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(3) Later that day, the Commanding Officer met with the Executive Officer, Operations Officer and AVDET officers to discuss the objectives of this patrol. The AVDET was extremely pleased with the overriding emphasis CGC JARVIS placed on maritime and aviation safety.

c. CGC JARVIS patrolled the Western Gulf of Alaska seeking boarding targets of interest and conducting ship/helicopter training during the several day transit to the Convention Line.

(1) On 21 May, CGNR 6528 launched and completed the deck force's initial tie-down qualifications with hot refueling training and an ELVA for CIC. That afternoon, another sortie successfully completed a Helicopter Inflight Refueling (HIFR) evolution, an ELVA, and a crash on deck drill.

d. On 25 May, CGC JARVIS arrived at the southern end of the Convention Line and began its assigned patrol. Covert tactics were used and strict EMCON procedures were practiced.

e. CGC JARVIS patrolled for 3 days along the Convention Line with one helicopter sortie each day. No U.S. EEZ violations by foreign fishing vessels were detected.

f. After a 36 hour transit, CGC JARVIS entered Dutch Harbor the morning of 29 May for fuel and provisions. After discussion with the city officials and Delta Western, the fuel contractor, arrangements were made for CGC JARVIS to moor at the city pier for two days.

g. CGC JARVIS got underway 31 May to resume the second half of its patrol in the Western Gulf of Alaska. JARVIS was assigned to enforce U.S. regulations during a special pollock season "opener," commencing 1 June, in NMFS statistical area 610. While en route, CGC JARVIS detected and cited the F/V PACIFIC MIST for transit through the Akun Island sea lion rookery "no transit zone." CGNR 6528 launched and flew an evening sortie to obtain early information on the location of the pollock fleet.

h. On 1 June, CGC JARVIS was on scene providing a Coast Guard presence and a law enforcement platform for the pollock opener. CGNR 6528 flew two back-to-back sorties in an effort to ensure trawling was not commenced prior to 2000Z. Due to the presence of dense, low lying fog covering the entire area, visual identification was difficult, with radar being the only detection method. The F/V PROWLER was sighted and later boarded. Over the next two days of the opener, CGNR 6528 was unable to fly due to extremely low visibility and cloud cover. CGC JARVIS continued on various tactical track lines attempting to locate boarding

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targets of interest. Weather inhibited both the helicopter and C-130 flights from Air Station Kodiak from providing any effective means of reconnaissance.

i. On the evening of 3 June, CGC JARVIS was able to resume normal flight operations and CGNR 6528 was launched on an evening sortie. No vessels of interest were found. C-130 sightings confirmed the sparse number of fishing vessels in the region and general lack of a definitive pollock fleet. On 5 June, the largest concentration of vessels during the patrol was sighted in the vicinity of the Alitak Flats area south of Kodiak Island. CGNR 6528 provided target information to JARVIS on 5 vessels.

j. CGC JARVIS launched CGNR 6528 to Kodiak on 6 June to transport personnel. CGNR 6528 remained in Kodiak throughout the day to allow Air Station Kodiak to use CGC JARVIS as a platform for HH-60J HIFR training. CGNR 6528 returned to the CGC JARVIS that evening after making several sorties to transport mail and multiple incoming PCS personnel.

k. On 7 June, CGC JARVIS continued to patrol east/southeast of Kodiak. Again, CGNR 6528 located several targets of interest in the vicinity of Alitak Flats. CGC JARVIS arrived on scene and began boarding operations later that afternoon.

l. On 9 June, CGC JARVIS conducted its mid-patrol break in Valdez, Alaska. JARVIS continued its Gulf of Alaska patrol on 12 June, with only one vessel of interest detected during the next two days.

m. CGNR 6528 recovered at Kodiak on 14 June where it remained in a Bravo-1 status until the HSK was disembarked on 15 June.

6. Helo-vessel equipment performance:

a. Aircraft equipment - All aircraft equipment worked extremely well with no significant discrepancies.

b. Vessel equipment - All helicopter support systems worked extremely well with the exception of the TACAN. On 5 June, CGC JARVIS's TACAN became inoperative and could not be repaired for the remainder of the patrol. The ship's air search radar and IFF capability were fully functional and minimized the impact of the TACAN failure on helicopter operations.

7. Comments/Recommendations:

a. CGC JARVIS continued her impressive high standards of leadership, professionalism, and shipboard helicopter expertise.

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My AVDET had the highest praise for the officers and crew of CGC JARVIS. The AVDET felt welcomed and were quickly assimilated into the cutter's crew, planning, and operations. In addition, I was very pleased and appreciative that JARVIS could take the time from her busy schedule to provide us with some valuable HH-60J training opportunities. I greatly enjoyed working with CGC JARVIS and look forward to her return to Kodiak in the future!


ERNEST W. FOX
Executive Officer

Copy: COMDT (G-OCA), (G-SEA), (G-WKS)
CG PACAREA
CG AR&SC
CG ATC Mobile (Ship/Helo Branch)
USCGC JARVIS
CG AIRSTA New Orleans (HH-65A Prime Unit)

? Thought this letter was
from the CO... why
is he not signing as
"ACTING" ???