

Coast Guard

Shield of Freedom



April
2004



TANKER

DOWN

Coast Guard units respond when a 570-foot tanker explodes off the coast of Virginia.

Ferry horror



Hazmat response



Dog discovery

Heroes

The world's best Coast Guard

**LT. J.G. CHRIS FERTIG, LT. J.G. AARON DELANO-JOHNSON,
BM2 JUAN ZURITA, GM2 CHAD COLE AND MK3 TIMOTHY MCGUYRT**

These five crewmembers of the CGC Bear were involved in interdicting and stopping a hijacked Cuban government boat trying to enter the United States illegally July 15, 2003.

The cutters Bear, Key Largo, Farallon, and Monhegan had been diverted to stop the vessel, the Gaviota 16.

BM2 Juan Zurita, as a Spanish interpreter and coxswain, demonstrated exceptional skill under difficult conditions with the help of MK3 McGuyrt. They exercised all possible means of persuading the hijackers to stop.

Lt. j.g. Chris Fertig quickly came up with a plan to forcibly board the vessel after an attempt to disable the Gaviota 16 failed.

Along with Lt. j.g. Aaron Delano-Johnson, GM2

Chad Cole, and 6 boarding team members from the other cutters, he climbed over the gunwale of the Gaviota 16.

The hijackers assaulted the team with knives, discharged fire extinguishers in their faces, and threw various objects at them, including fire extinguishers, grappling hooks, wooden stools and tools. In minutes, the team subdued the 15 enraged migrants and moved them to the Bear for detainment.

Coming just months after the official stand-up of the new Department of Homeland Security, Fertig, Delano-Johnson, Zurita, Cole and McGuyrt were awarded Coast Guard Achievement Medals for their heroism.

Story courtesy LantArea and CGC Bear



OS3 Ian McGowan

Coast Guard

U.S. Department of Homeland Security



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Check out Coast Guard magazine on the web.
www.uscg.mil/magazine



ON THE COVER

A Coast Guard C-130 searches for survivors from a 570-foot tanker as it sinks into the Atlantic Ocean after an explosion.

Illustration by
PA2 Ron Spellman
G-IPA



Homeland Security



UP FRONT



UP FRONT

SPEEDING AHEAD

BM1 Adam Noorigian from the CGC Adak signals the coxswain to adjust speed as they approach one of the many shipwrecks located throughout the Khawr Abd Allah river in Iraq.

PHOTO BY PA1 MATTHEW BELSON,
CG FORCES SOUTHEAST ASIA

UP FRONT

RIDING THE WAVES

The CGC Walnut works a discrepant buoy off the North Shore of Oahu, Hawaii, in 20 foot seas.

Photo by Jamie Ballenger,
www.hawaiianwatershots.com





COAST GUARD

UP FRONT

PUPPY LOVE

BM2 Chad Olson of Marine Safety and Security Team 91101 and law enforcement K-9 Cisco conduct hoist training with a rescue helicopter crew from Air Station Port Angeles, Wash. The training prepares K-9 teams for boarding vessel at sea.

Photo by Lt. Edward Madura, MSST 91101





UP FRONT

WATCHFUL EYES

MK3 Larry Clements Jr., from Station Philadelphia, keeps a watchful eye during a Homeland Security patrol in the port of Philadelphia.

Photo by PA3 John Edwards,
PADET Atlantic City



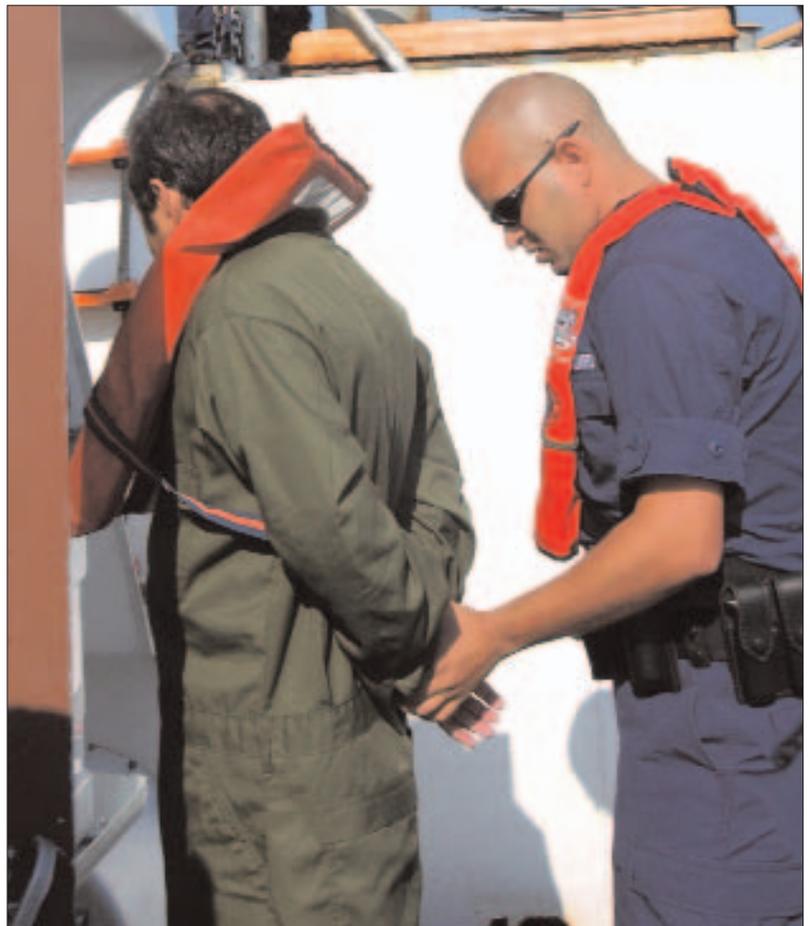


LEDET 101 nabs wanted crime boss on high seas

Guided-missile cruiser USS Thomas S. Gates serves as platform



MK2 John Melus (left) and MK3 Rafael Varela keep a close eye on suspected mobster Jose Battle, Jr.



MK3 Rafael Varela from Station Miami Beach searches and handcuffs Jose Battle, Jr., also known as "El Padrino."

MIAMI, March 19 — The Coast Guard apprehended Jose Miguel Battle, Jr., also known as "El Padrino," suspected leader of the organized crime outfit, "The Corporation," while he was aboard the cruise ship *Celebrity Summit* in the central Caribbean today.

The U.S. Department of Justice requested the Coast Guard's assistance in capturing Battle after 21 members of the violent crime family, including Battle's father, were rounded up March 18 by federal and local agencies. The operation was coordinated by the Miami-Dade Police Department and the U.S. Attorney's Office for the Southern District of Florida after federal indictments were issued for them.

Four of those indicted remained at large last night, including Battle. Authorities feared that he would be able to flee and avoid prosecution if he were not taken into custody before the ship's next port call in Costa Rica.

With the close cooperation of the *Celebrity Summit's* captain, parent company Royal Caribbean International Cruise Lines and approval of the ship's state of registry, the Bahamas — an operation was quickly put together to allow for the safe detention and removal of Battle.

Coast Guard Law Enforcement Detachment 101 based in San Diego, Calif., embarked on the guided-mis-

sile cruiser USS Thomas S. Gates for routine counter-drug operations in the Caribbean, was directed to board the *Celebrity Summit* and apprehend Battle.

At approximately 3:30 a.m., the LEDET team went aboard *Celebrity Summit* and briefly met with the ship's captain and security force. After confirming the location of the suspect, the Coast Guard boarding team was able to safely and silently secure Battle and transported him by small boat back to the *Gates* at about 5:15 a.m.

Throughout the operation, the *Gates* was under the tactical control of the 7th District.

"We are extremely proud to come to the assistance of our law enforcement partners and help bring a major criminal suspect back to the United States to face prosecution," said Capt. Wayne Justice, 7th District chief of staff. "This fast and effective operation could not have happened without the support of the Navy, government of the Bahamas and the cruise line."

Battle, a resident of Key Biscayne, Fla., remained in Coast Guard custody aboard the *Gates* until he was transferred to the proper authorities.

Story by PA3 Sandra Bartlett and photos by PA2 Anastasia Burns, 7th Dist.

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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CG K-9 team finds explosives in drug house



GM3 Cyrus Bowthorpe and his K-9 counterpart Chase in Seattle April 23, 2003.

SEATTLE, March 8 — Maritime Safety and Security Team 91101's K-9 Explosive Detection Team assisted U.S. Bureau of Alcohol, Tobacco and Firearms agents and the Bellingham Police in a house search that revealed explosives, methamphetamine and methamphetamine production materials in Bellingham, Wash.

GM3 Cyrus Bowthorpe and his dog Chase located four pipe bombs and two-blasting caps during an hour-long night search of a house located in a residential neighborhood. In order to protect the health of the K-9 team, hazardous material detection teams removed the toxic chemicals associated with methamphetamine production prior to the search.

The Seattle-based dog team duo assisted with the execution of a search warrant generated after a traffic stop conducted earlier in the day by a Ferndale, Wash., police officer. During the traffic stop, the police officer learned of warrants on the two men in the vehicle. The police officer searched the car and found three pipe bombs.

Information obtained during the traffic stop allowed police to obtain a warrant to search the Bellingham house where they found more explosives and drug paraphernalia.

When the dog team is not conducting Coast Guard maritime homeland security missions, Bowthorpe and Chase assist other federal, state and local law enforcement entities with explosives detection duties throughout the Coast Guard Pacific Area.

Although searching houses may seem a little far from regular Coast Guard operations, it keeps the team sharp.

Response calls allow the team to conduct real world detection scenarios while assisting other law enforcement agencies that don't have regular access to explosives detection dogs.

Bowthorpe and Chase are one of the first eight Coast Guard K-9 Explosive Detection Teams to attend the new 10-week Canine Detection Training Center course at Auburn University in Auburn, Ala. The team has been stationed in Seattle for two years.

PAC Keith Alholm, 13th Dist.

WEBHOT!



www.d8publicaffairs.com

This month's Webhot! selection is the 8th District's new public information and crisis management Web site.

The site utilizes the Public Information Emergency Response system already used by some other federal agencies and Coast Guard units. It allows visitors to

Think your Web site is unique?
E-mail the URL to
jjzettles@comdt.uscg.mil

subscribe to information mailing lists and add themselves to appropriate distribution lists. In this way, media and community audiences can determine their own level of involvement.

Visitors also can find information, download press releases, photos and video, as well as submit questions to the Coast Guard via e-mail.

This Web site allows the public affairs office to disseminate information quickly and accurately — the best way to tell the Coast Guard story!





Flying High

SAN FRANCISCO, March 23 —

A C-130 from Air Station Sacramento soars through the clouds near the Golden Gate Bridge on a foggy San Francisco afternoon. Air Station Sacramento aircraft crews routinely patrol the waters of the eastern Pacific during law enforcement and search and rescue operations.

Photo by PA2 Barry Lane, PacArea

Around the world, around the clock

The Coast Guard teamed with representatives from the Alaska Marine Safety Education Association the week of March 22, to provide training to Juneau's Interior Distance Education of Alaska students and local educators at the Augustus Brown swimming pool in Juneau. The instructors taught the students about boat stability, lifejackets, immersion suits, mayday calls, and how to survive in an outdoor emergency.

Two helicopter crews from Air Station Detroit rescued six people stranded on ice in Marblehead, Ohio, Feb. 19.

The crew of an HH-60 Jayhawk helicopter from Air Station Astoria, Ore., rescued three surfers after they were pulled out to sea near Willapa Bay, Wash., March 13.

The Coast Guard, Immigration and Customs Enforcement and operation Bahamas and Turks and Caicos crews, working with the governments of Nicaragua and the Bahamas, seized more than 3,140 pounds of drugs March 25 in two cases in the Caribbean and the Florida Straits.



Rear Adm. Robert Duncan, 8th District commander, named two Coast Guardsmen as the 2003 Enlisted Persons of the Year in a ceremony at the Hale Boggs Federal Building in New Orleans March 4. PS1 Arnulfo Martinez of MSO Corpus Christi and AMT3 Allan Campbell of Air Station New Orleans were named the Reserve and Active Duty Enlisted Persons of the Year, respectively.

The CGC Vashon, a 110-foot patrol boat from Puerto Rico, intercepted a boat attempting to smuggle 89 Dominican Republic migrants into Puerto Rico March 8.

FY'04 By the numbers compiled March 20

LIVES SAVED: 1,821
SAR cases: 16,975
Marijuana: 14,975 pounds
Cocaine: 54,653 pounds
Migrants: 2,204

Source: G-IPA-2



The CGC Nunivak stands by to assist the CGC Oak and the Puerto Rican police in destroying the 30-foot yola boat on which the Dominican Republic migrants were found.

Crew of CGC Oak repatriates Dominican Republic migrants

MIAMI, Jan. 26 — The crew of the CGC Oak repatriated 130 migrants from the Dominican Republic while on patrol in the Mona Passage, a 65-mile stretch of water between Puerto Rico and the Dominican Republic.

The Oak, a 225-foot buoy tender, was reassigned to work migrant operations after 19 days of working buoys up and down the shores of Puerto Rico and St. Croix.

Since the beginning of the year, there has been a surge in illegal migration from the Dominican Republic. In January alone, more than 1,700 Dominican nationals have been interdicted at sea, more than twice the amount of the entire fiscal year of 2003.

It was the second morning into the patrol when word rumbled through the ship that they were picking up migrants. An HH-65 from Borinquen, Puerto Rico, and the 110-foot CGC Nunivak from San Juan had intercepted a 30-foot yola, or small vessel, about 2 miles off the western coast of Puerto Rico with 130 Dominican Republic migrants. The Oak met with the Nunivak and transferred all the migrants to the buoy tender.

Six and eight at a time, migrants were transferred from the Nunivak to the Oak. They were each checked for weapons and directed to sit on the deck until all 103 were aboard. Once the evolution was complete, processing began. Six Spanish-speaking Coast Guardsmen stationed aboard the Oak took each migrant's information including their name, date-of-birth and medical information.

During the night, the Oak was given orders to return to the Dominican Republic to repatriate the illegal passengers. Many of the migrants became agitated when



Seaman Rolando Romero (back) and a fellow Oak crewman assist a Dominican Republic migrant onto the Oak.

they recognized the mountains of their homeland, and a riot nearly ensued.

Eight Coast Guardsmen assisted BMC Edgarda Estrada as he attempted to calm a migrant who had begun shouting out and taunting the security teams. After words to calm him down didn't work, Estrada and another crew member placed the migrant in a transport wrist lock and moved him to another area of the deck, where his hands were zip-tied behind his back. The other migrants calmed down.

"He kept trying to instigate a riot among the migrants," said Estrada, who is originally from Puerto Rico. "He said to us, 'You're going to have to cuff me to take me out,' so we did." The remainder of the journey was uneventful.

As it neared 2 p.m., the Oak made the final transit into the Dominican Republic. The cutter pulled into La Romana, a port on the southeastern coast, where members of the Dominican navy assumed responsibility for the migrants.

Story and photos by PA2 Krystyna Hannum, 7th Dist.

PSU 308 comes home

Sailors reunite with loved ones after seven months

GULFPORT, Miss., March 11
The members of Coast Guard Port Security Unit 308, based in Gulfport, Miss., returned home at the National Guard Combat Readiness Training Center today.

The men and women of PSU 308 have completed a seven-month deployment, protecting the Port of Ash Shuaiba, Kuwait. At the request of the chairman of the Joint Chiefs and commander U.S. Central Command, PSU 308

deployed to the Middle East in support of Operation Iraqi Freedom Aug. 14. Their mission was to ensure the safe flow of equipment and supplies through the Port of Ash Shuaiba to coalition forces participating in Operation Iraqi Freedom.

One of six port security units in the Coast Guard, the PSU provides waterborne security and limited land-based protection for shipping lanes and critical port facilities. Each PSU averages 120 Coast Guard reservists and five active duty personnel. They are outfitted with highly maneuverable small boats and enough equipment and weapons to perform unsupported operations for up to 30 days.

Story by PAC Jeff Murphy, 8th Dist.



PAC3 NICHOLAS CANGEMI, 8TH DIST.



PAC3 NICHOLAS CANGEMI, 8TH DIST.



PAC JEFF MURPHY, 8TH DIST.

Far left: Michaela Comans holds a flag while she waits for the return of her dad, PS2 Glen Comans.

Left: Members of PSU 308 disembark a C-130 airplane after spending seven months deployed in support of Operation Iraqi Freedom.

Above: BM3 Charles Lipps holds his daughter, Hannah, for the first time since leaving for the Middle East.



Auxiliary Power

SAN FRANCISCO, Jan. 7 — Coast Guard auxiliary crewmembers Terry Blanchard (right) and John Drexler, both of Flotilla 19, tend the trail line from an HH-65 Dolphin helicopter during operations with Air Station San Francisco. Auxiliaries are a functional part of the Coast Guard family and volunteer more than two million hours to assist the Coast Guard in an array of mission areas.

Photo by AVT1 Gary Strebe, Air Station San Francisco

CG escorts damaged ship into port of Charleston

CHARLESTON, S.C., Feb. 19 Small boats from Station Charleston escorted a damaged motor vessel into the port of Charleston today after MSO Charleston and members of the Gulf Strike Team spent nearly a week stabilizing the ship.

The 814-foot U.S. flagged ship Sealand Pride was damaged while en route to Charleston from Bremerhaven, Germany Feb. 19, when the vessel encountered severe weather in the North Atlantic. During the storm, Sealand Pride lost six containers over the side and also lost the use of the ship's primary navigation lights.

The container vessel arrived off the coast of Charleston Feb. 23 with six damaged containers. Five of the damaged containers,

including one hanging over the port side of the vessel, carried the hazardous material Malathion, and the sixth container held rocket engines. Malathion, is a commonly used pesticide in the United States and could cause extreme annoyance or discomfort to a crewmember transporting the product.

Since Feb. 23, MSO Charleston, members of the Gulf Strike Team and personnel from Moran Environmental Response worked to secure the damaged containers and install a leak containment system to the damaged and leaking container hanging over the port side of the Sealand Pride.

Story and photos by PA1 Scott Carr, PADET Mayport, Fla.



Station Charleston small boats escort the damaged ship Sealand Pride as it sails into Charleston Harbor Feb. 29, with a crushed container hanging over the port bow.

NO PAIN, NO GAIN



Seaman Justin Baker demonstrates pressure point tactics on Seaman Apprentice Chris Faulkner during a training exercise at Group Mayport, Fla., March 11. Photo by PA3 Crystal Norman, PADET Mayport, Fla.

CG helps Habitat for Humanity

TORRENCE, Calif., March 3 — Members of Team Coast Guard joined community clubs and individual volunteers to help a Habitat for Humanity construction project here today.

Coast Guard volunteers were granted liberty for a full day to help complete construction on a triplex town home and prepare foundations for future homes. The Habitat for Humanity homes provide lower income families a chance to own a home and have a better, happier life.

"Some of the success stories are amazing. One family used to live in a converted chicken coupe. Another family of five used to live in a garage with a dirt floor. You don't normally think of those things living in America," said Crystal Cummins, an AmeriCorps member working on the Habitat for Humanity project for six months.

When certain projects were completed, others were assigned. At the end of the day the many volunteers were tired and sore, but smiles and a sense of accomplishment were seen and felt.

Story and photos by PA2 Dave Hardesty, PADET Los Angeles



DCCS Loren Evans (right) and GMC Thomas Hogge finish work on a door frame while volunteering for Habitat for Humanity.



AN EXPLOSION AND A RESCUE Top: From left to right, AET2 Sam Pulliam, AST3 Dave Foreman, and Lt. Eric Bader sit during a press conference on the explosion of the Bow Mariner Feb 29. These men are part of the rescue crew that saved six survivors after the explosion sank the Bow Mariner (right photo), a commercial tanker carrying 3.5 million gallons of industrial ethanol, off of the coast of Chincoteague, Va., Feb. 28.

Story by PA2 Krystyna Hannum, LantArea

The foreign accent was filled with urgency and terror and demanded immediate attention.

"Bow Mariner, Bow Mariner. We are on fire, we are on fire! Mayday, mayday, mayday. This is Bow Mariner, Bow Mariner, we are on fire. Mayday, mayday, mayday, this is Bow Mariner, we are on fire, we are on fire!"

At Coast Guard Group Eastern Shore in Chincoteague, Va., OS1 Christopher Wheeler attempted to make radio contact with the frightened voice, but his calls went unanswered while various marine vessels radioed the Coast Guard about a vessel in distress. Information poured over the radio, and Wheeler was able to piece together that an explosion had occurred off shore. Expecting a mass casualty, Wheeler and other watch standers got on the phones to get as many assets as possible to assist.

In the brief minutes following the alert, the Coast Guard learned that the vessel's name was Bow Mariner, a 570-foot Singapore-flagged tanker, en route from Linden, N.J., to Houston, carrying 3.5 million gallons of industrial ethanol. It had been about 50 miles east of Chincoteague, Va., Feb. 28 when an explosion fatally injured it.

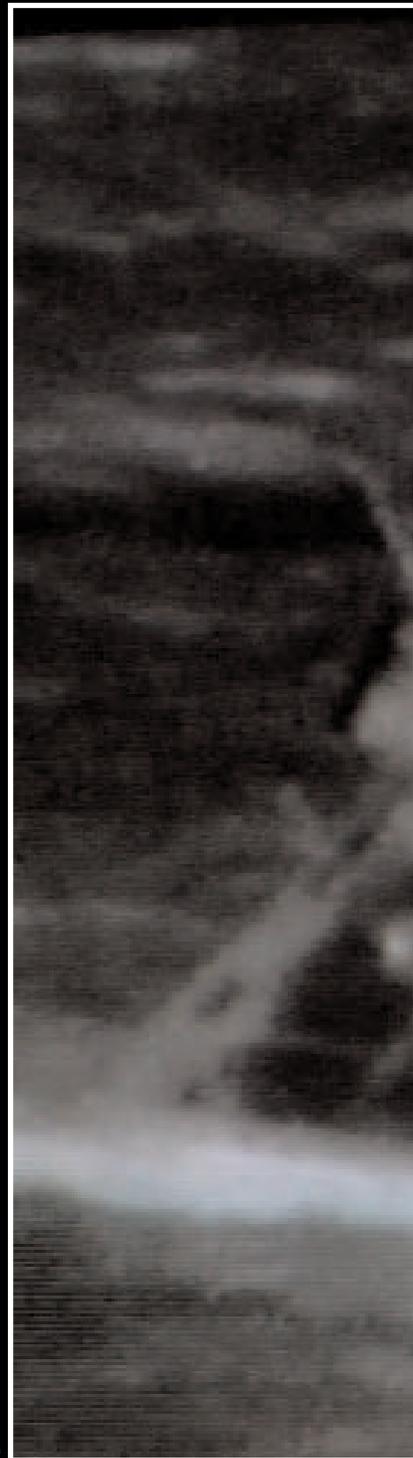
Farther south in North Carolina, most of the aircrew at Air Station Elizabeth City had finished dinner and was relaxing in the crew's duty lounge. AET2 Sam Pulliam and AMT3 Jeremy McMullen were among them when the pulsing "whoop, whoop" of the SAR alarm rang throughout the building.

"Now, ready helo crew. Boat on fire off the coast of Chincoteague," came the watch stander's broadcast. The duty HH-60 Jayhawk crew, including Pulliam, two pilots and a rescue swimmer, raced to their helicopter and prepared to launch.

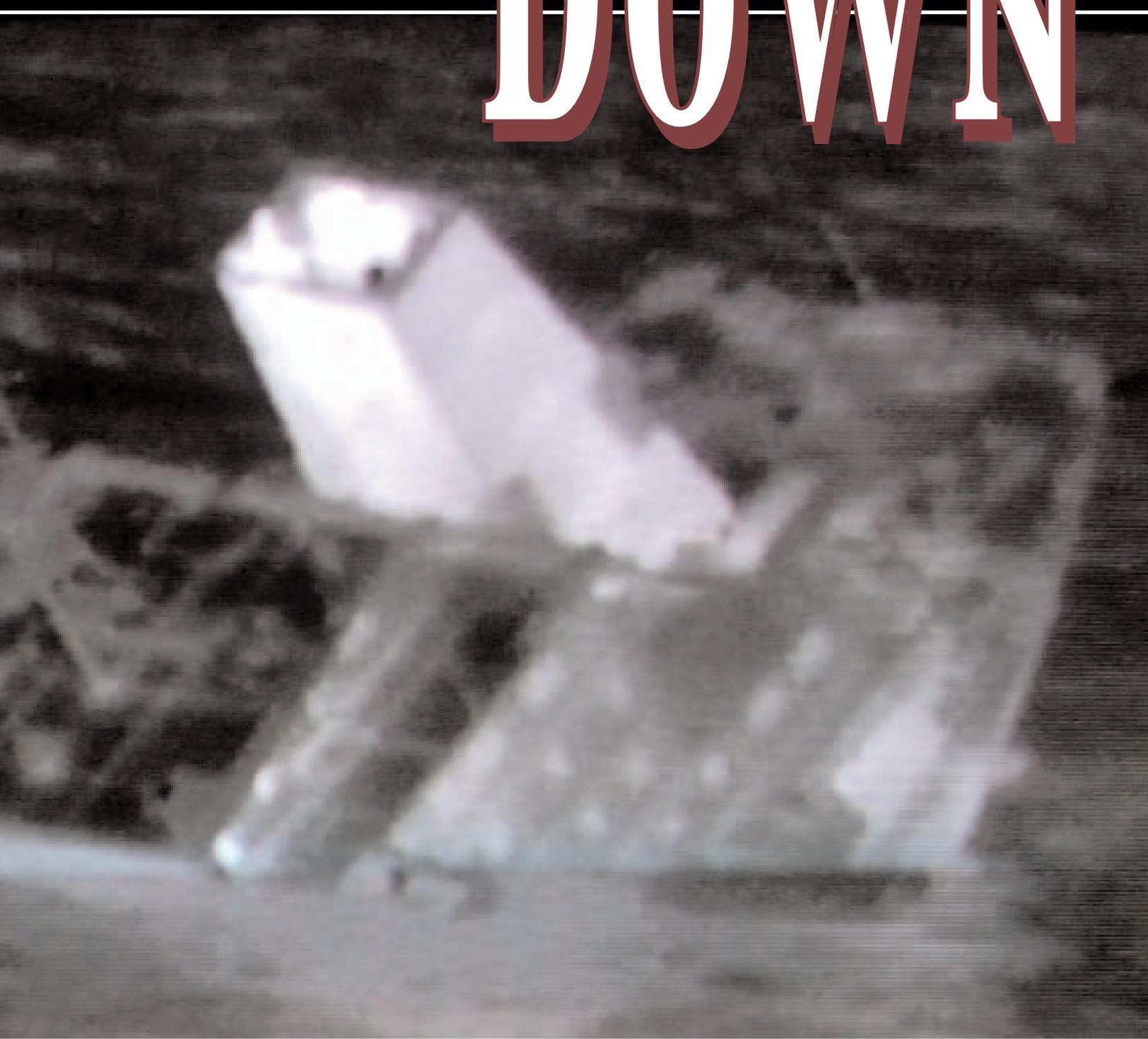
Minutes later, the alarm sounded again, yet this time without a broadcast, and when McMullen, who was on the C-130 Hercules crew, saw his pilot run by, he knew that they too were going to launch. He grabbed his bag and dashed out to the plane. Twenty-one minutes after the alarm, the plane was airborne.

Meanwhile, the commanding officer of the 87-foot CGC Albacore, at anchor for the night in the mouth of Delaware Bay, received word that they were diverting to assist. He directed the crew to haul anchor and set a course for the position.

AST3 Zee Lee was sitting down to dinner when the SAR alarm at Air
Continued on page 18.



TANKER DOWN





PAZ KRISTINA HANNUM, LAVINREA

Flying over the sinking ship, McMullen spotted a covered life raft. Zooming in with the camera, McMullen examined the screen, looking for evidence of any survivors. He concluded that someone had to have set up the life raft and was possibly inside it. The Hercules radioed to the Jayhawk, still 15 minutes away, to check it out when they arrived.

The Dolphin helicopter crew from Atlantic City appeared moments later and immediately began searching for survivors, focusing its attention to the rapidly receding superstructure. Amazingly, lights still burned brightly inside the condemned ship, but as Lee and the crew drew closer, the lights flickered twice before becoming as dark as the surrounding water and sky. Searching for anyone who might be clinging to the ship, the Dolphin hovered nearby. The crew saw no one.

At 7:30 p.m., as rescuers watched in silence, the last section of the Bow Mariner slipped below the surface and made its voyage to the ocean bottom.

Above the scene at five thousand feet, the Hercules took on the role of on-scene commander. Searching with a powerful C-130 Airborne Sensor Palletized Electronic Reconnaissance camera, McMullen spotted possible areas with survivors while his fellow crewmembers vectored in the helicopters.

The Jayhawk reached the life raft and confirmed there were men inside. However, the pilot was hesitant to lower the rescue swimmer, AST3 Dave Foreman, into the chemicals and oil that had escaped from the fractured ship. Pulliam, operating the hoists, dropped the basket next to the raft hoping the men would get into it on their own. When they made no attempts to leave their raft, it became clear the swimmer would

have to go in.

The first four trips of the basket went quickly, although as each survivor entered the cabin of the Jayhawk, the air became more pungent with the smell of ethanol, and the decks more slick from the oil. Although Pulliam was attached to the helicopter with a harness, the survivors weren't, and he realized that one wrong move and one of them might slide out of the open door to the water 70 feet below.

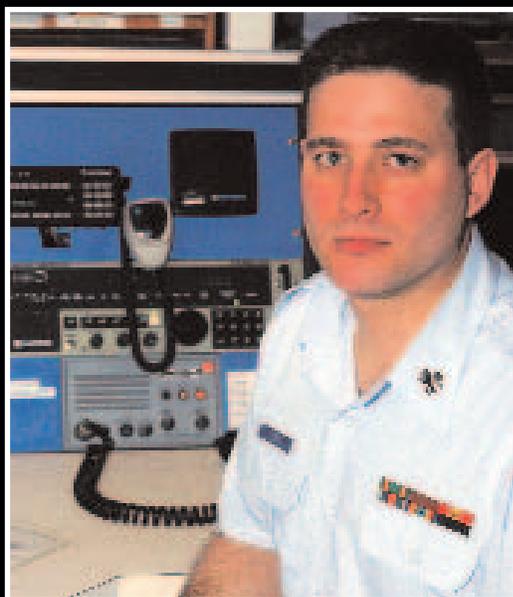
There were only two men left in the raft as Pulliam

MASS RESPONSE *Top:* A map showing the mid-Atlantic region from which nine Coast Guard units assisted in the search and rescue operation for the Bow Mariner. *Below:* OS1 Christopher Wheeler was on watch when he received the mayday call from the vessel.

Station Atlantic City sounded. Lee quickly learned of the possible burn victims and chemicals present and prepared the cabin of the HH-65 Dolphin helicopter with extra burn victim medical gear. The helicopter went airborne with Lee and three more crew members and sped toward the Bow Mariner.

With a faster air speed, the Hercules plane won the race to the scene. McMullen, looking through an infrared lens, panned the camera down and couldn't believe what he saw. The stern of a ship was sticking out of the water, the rest already beneath the water's surface.

"This thing's going down," McMullen reported to the pilot.



PAZ KRISTINA HANNUM, LAVINREA

readied the stokes litter for a man with a possible back injury. After the fifth survivor was raised to the Jayhawk, Pulliam wrestled him into the cabin. Disconnecting the litter, Pulliam reattached the basket and sent it down one last time.

As he watched the basket rise, Pulliam thought that the swimmer had been mentally affected by the fumes and had placed a black bag in the basket. As the basket reached the cabin door, Pulliam realized the "bag" was a person so completely covered in oil that not even the whites of his eyes or teeth showed.

Once the swimmer was aboard, the pilots turned the Jayhawk's nose southwest and headed to the hospital. During the hour transit, Pulliam, not wanting to move the severely hypothermic man more than necessary, held on to the basket atop the litter so that it would not crush the man still in the litter. To prevent the man in the basket from falling into sleep, a dangerous situation for a hypothermic victim, Pulliam jostled, poked or pinched him each time he closed his eyes, but each time the man would respond aggressively, ensuing mini-skirmishes in the already tight quarters. It took nearly an hour before the helicopter landed at Norfolk Sentara Hospital in Virginia.

Back at the search area, a large field of debris and pollution made the search for more survivors difficult. During the Jayhawk crew's rescue of the six survivors, the Dolphin's crew found an additional person. Lee was dropped into the oil-coated water.

Once in, Lee cautiously swam toward the man and

HEROES IN THE SKY Coast Guardsmen such as AMT3 Jeremy McMullen, aboard a C-130 plane (bottom photo), and AET2 Sam Pulliam (top photo) helped in the massive search and rescue efforts. McMullen located the raft with the only six survivors from the tragedy.



PA2 KRISTYNA HANNUK, LANTAREA



PA2 KRISTYNA HANNUK, LANTAREA



WHAT REMAINS *Upper left:* A fire-damaged lifeboat from the Bow Mariner drifts Feb. 29 after the vessel sank the night before off the coast of Chincoteague, Va. *Left and upper right:* A crew from the CGC Shearwater approaches a capsized lifeboat from the Bow Mariner.

aboard the partially submerged boat. The front and back ends of the lifeboat had been blown away, and a man was clinging to the side — alive.

The fishermen hauled the man onto the Capt. Bucky Smith as the

worried that he was already deceased. When he saw the man move his arm slightly, Lee immediately clipped him into his own sling and directed the flight mechanic to hoist them up together.

With difficulty, the oil-soaked pair struggled into the helicopter. Lee checked the man for a pulse and couldn't find one. As the helicopter sped toward the nearest hospital, Lee and the flight mechanic began CPR. The oil in the cabin complicated efforts, making the use of oxygen not possible. Lee began administering mouth-to-mouth resuscitation while the flight mechanic started compressions.

The Dolphin was well on its way to Maryland when a second Jayhawk helicopter from Elizabeth City and a 47-foot motor lifeboat from Station Chincoteague arrived at the debris field. The eyes high above in the Hercules plane were still directing the Coast Guard and civilian assets to various search areas when McMullen spotted a person on a lifeboat. The Jayhawk's crew was already with the lifeboat but was unable to see the man. A nearby commercial fishing vessel, the Capt. Bucky Smith, came alongside and two fishermen jumped

Jayhawk's crew lowered AST3 Joel Sayers. Sayers checked the man, who was alert and talking, although there was a language barrier. Sayers prepared the hoist from the hovering Jayhawk, and when he returned to the man, he realized that he had stopped breathing. Sayers and the fishermen quickly strapped the man into the litter and hoisted him, followed by the rescue swimmer.

Sayers and the flight mechanic performed CPR on the man as the helo raced to the hospital. However, the man never regained consciousness and was pronounced deceased. The man Lee plucked from the water later succumbed to his injuries as well.

A fishing vessel on scene recovered one other deceased crewmember from the Bow Mariner who was later transferred to the Albacore and brought back to Norfolk. The six men who had been found in the life raft were the only survivors of the 27-member Filipino and Greek crew from the Bow Mariner. Although the Coast Guard continued searching for more than 40 hours, 18 crewmembers remained missing days later.

"It is my sincere hope the friends and family know we

did everything in our power to find their loved ones," said Rear Adm. Sally Brice-O'Hara, commander of the 5th District.

In response, Brice-O'Hara received an E-mail that read:

"In a situation like this, it is easy for relatives to forget the 'real' heroes. As a relative of the ship's captain, I wish to [thank] the USCG for their tireless efforts in trying to find the remaining bodies of the Bow Mariner. And further to Sally Brice-O'Hara's statement, I believe that you have done everything in your power to recover the bodies. Once again, thank you and GOD SPEED." 📧

OILY RETURNS *Right:* Soiled from jumping in oil-thick waters, AST3 Zee Lee, from Air Station Atlantic City left his mark on the helicopter as he returned inside the craft after pulling a Bow Mariner crewmember from the ocean. *Bottom:* Fireman Micheal Lake from Station Chincoteague holds a strobe recovered from the Bow Mariner during search efforts.



PA2 KRISTYVA HANNUM, LANZARCA



PA2 KRISTYVA HANNUM, LANZARCA

INNER HARBOR Horror

A water taxi carrying 25 people capsizes in Baltimore during a violent storm.

Story and photos compiled by AP



TROUBLE ON THE WATER One water taxi passes in front of another at Fell's Point Jan. 2 in Baltimore. A similar water taxi (inset photo) carrying 25 people capsized March 6 in Baltimore's Inner Harbor.



WATCH AND HOPE Unidentified mourners console one another March 8 as Coast Guard search and rescue teams continue to search Baltimore's Inner Harbor for three missing victims from a water taxi that capsized March 6.

A water taxi with 25 people aboard capsized March 6 in Baltimore's Inner Harbor after a violent gust of wind struck the boat, killing four people and leaving many passengers frantically clinging to the overturned pontoon in frigid waters.

Rescuers said they saw up to a dozen passengers climbing the bottom of the Lady D, a 36-foot pontoon, after winds gusting up to 50 mph flipped the boat over. The water temperature was in the low 40s at the time of the accident.

"It was like the twilight zone. It was eerie how the weather just overtook the vessel," said Master Chief Melvin Johnson, who was among a group of Naval reservists training nearby when the boat overturned.

Johnson said the reservists immediately began throwing on life jackets and raced to boats to help. Once the reservists got near the capsized water taxi, they began pulling people to safety, he said.

After passengers clinging to the water taxi told them others were trapped underneath, the rescuers used a ramp on their troop landing ship to lift the water taxi partly out of the water, Navy Petty Officer Jeffrey King said.

"Brother, it was like the end of the 'Titanic' movie once that thing lifted up," King said. "I mean those bodies just floated up."

Navy Lt. Cmdr. Art Eisenstein said he jumped into the water and grabbed a little girl who was unconscious and floating face-down.

"Just to hear that she's still with us is just amazing," Eisenstein said.

Water temperatures were in the low 40s, and heavy rain was pouring from black clouds as survivors were pulled out of the water.

Fire and police officials also assisted in the rescue.

"The rescue efforts that happened yesterday were nothing short of miraculous," Baltimore Fire Chief William Goodwin said. "They were able to pluck people out of the water almost immediately."

Twenty-two people were removed from the water, including one woman who died at a nearby hospital. Three people were missing and two more people were in critical condition.

The Coast Guard, the Baltimore police and fire departments and the Baltimore Department of Natural Resources assisted in the search for the bodies of the missing.

Goodwin remarked on the coincidence that the Navy reservists happened to see the accident. "Had no one been looking, this tragedy would have been far more tragic than it was," he said.

"It's fortunate there was not a greater loss of life when you consider the force of the storm," said Baltimore Mayor Martin O'Malley.

The water was choppy, and winds up to 50 mph blew through the harbor when the boat capsized at around 4 p.m., said National Weather Service meteorologist Steve Rogowski.

"The wind just took it," Johnson said.

The boat was part of a fleet of 11 Seaport Taxis operated by the Living Classroom Foundation, said *Continued on page 26.*



the organization's president, James Bond. The taxis transport about 250,000 people, mostly tourists, every year.

The boat was equipped with life preservers, but passengers are not required to wear them.

"No one on the craft had time to get their life preservers on," said Maj. Frederick Bealfeld of the Baltimore Police Department.

Bond said the boat has a capacity of 25 passengers and two crew members. "She was ready for an inspection on Monday and in shape the way she should be," he said.

Coast Guard officials said the boat had passed an annual inspection in 2003. It was supposed to have life jackets for everyone aboard, but only children 7 years old and younger would have been required to wear them.

The National Transportation Safety Board has investigated the accident. NTSB Chairman Ellen Engleman-Conners said officials were interviewing survivors and witnesses. She added that the boat would be removed from the water so investigators could do complete hull and steering system inspections. She said an initial inspection found that the steering



system appeared to be intact.

In addition, officials inspected five other boats operated by the Living Classrooms Foundation.

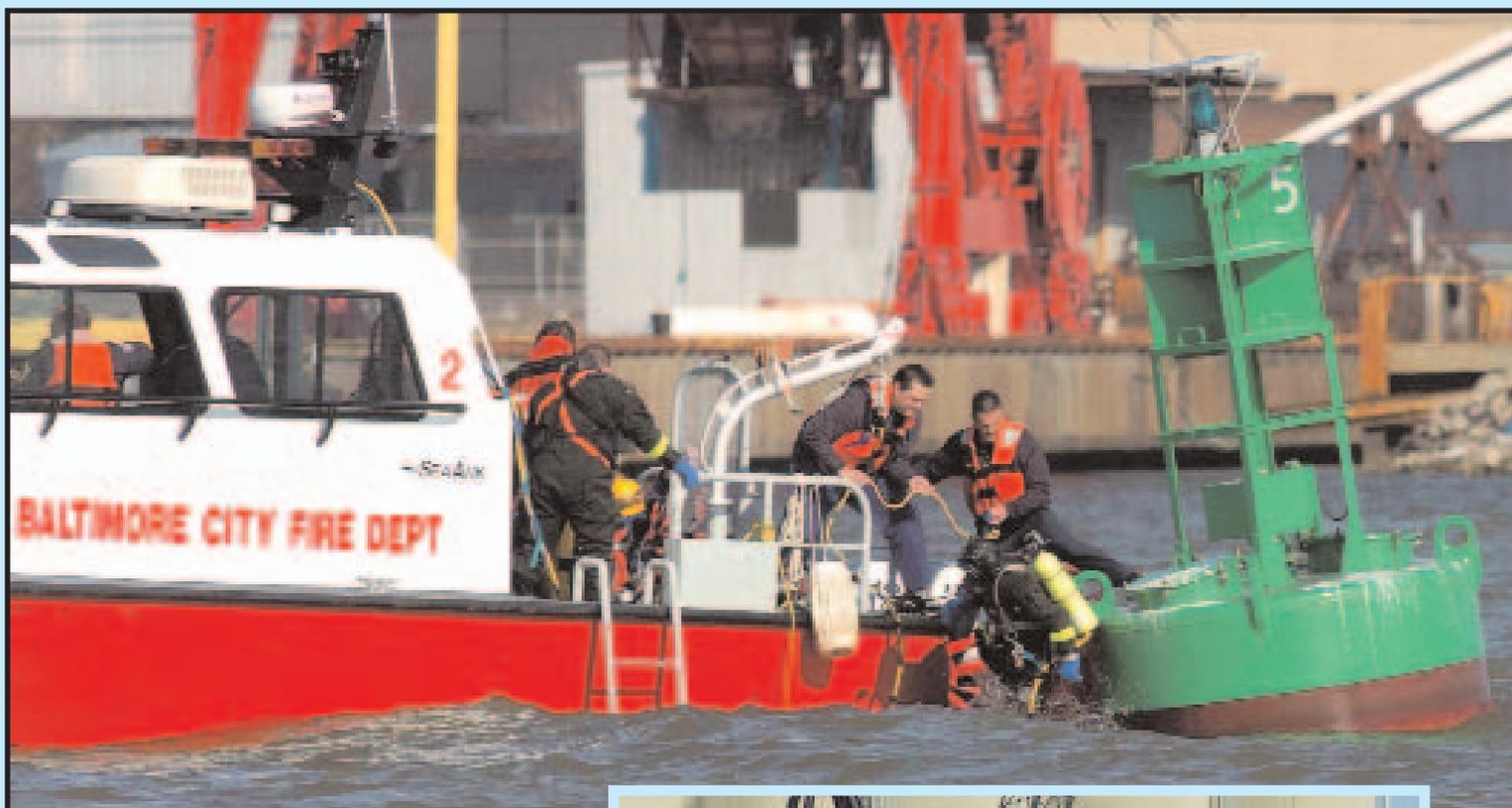
The NTSB also is investigating whether life jackets on the Lady D were easily accessible and offered to passengers, and whether Frank Deppner, the boat's captain, told passengers to put them on.

There are no federal requirements that passengers wear life jackets aboard commercial boats in fair weather. However, Coast Guard regulations state that captains "shall require passengers to don life jackets when possible hazardous conditions exist."

PAC Paul Rhynard said commercial vessels such as water taxis have a much better safety record than

SEARCH AND RECOVERY *Top: A Coast Guard rescue crew searches for people who were on a water taxi that capsized in Baltimore March 6. Below: Divers support the recovered water taxi March 7 in Baltimore's Inner Harbor.*





recreational watercraft. From 1992 to 1999, there were 19 drownings on U.S. commercial passenger vessels, including 13 from a single incident, he said. There were 681 recreational boating deaths in 2001 alone, according to the Coast Guard.

Rhynard said the statistics reflect commercial boats' more stringent stability standards and safety railings, as well as the rescue training their crews receive and the safety briefings they give passengers.

As of March 10, no single factor has been blamed for the accident, but many questions have arisen. Among those is a hint of problems with water taxis also used in Boston, New York, Chicago and Fort Lauderdale, Fla.

"We're always trying to see, is this something that is more far-reaching?" said Lauren Peduzzi, spokeswoman for the NTSB. "Is there something that is more systemic that we need to look at?"

NTSB investigators also are looking at the Lady D's design and whether its roof may have affected people's ability to get out. As of March 11, the Coast Guard said the boat appeared to have met current safety standards.

The day after the accident, Deppner released a statement saying he "was deeply saddened by the tragedy that occurred yesterday afternoon." He added that, "I would like to extend my sincere concern and condolences to the passengers and families affected by yesterday's accident."

The Inner Harbor is one of the nation's oldest

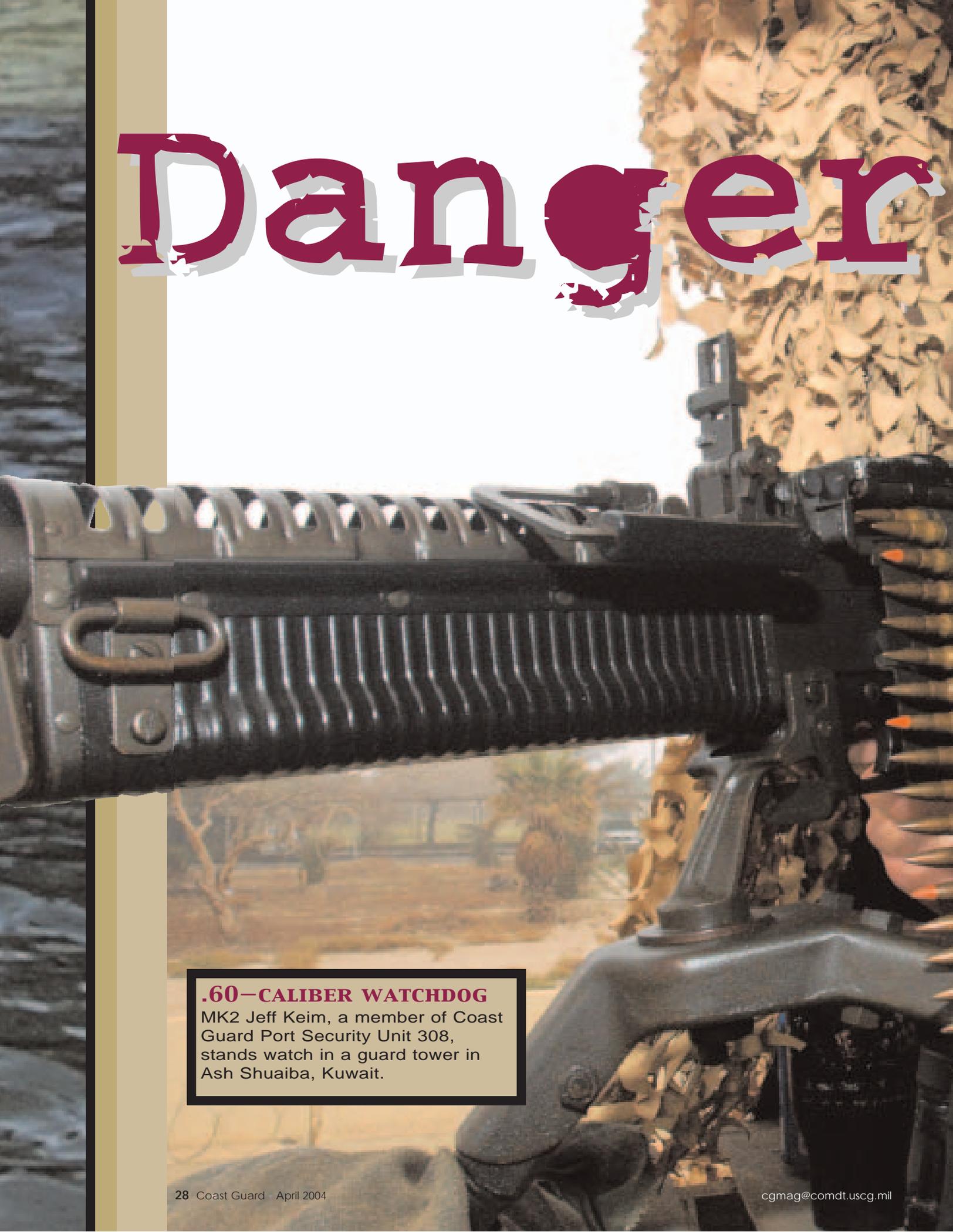


SEARCHING HIGH AND LOW Top: A diver jumps into the water to search for people still missing from a water taxi that capsized in Baltimore March 6. Bottom: Fire Department and Coast Guard rescue crews navigate around a barge in Baltimore's Inner Harbor March 12.

seaports and has experienced a renaissance in recent years. Millions of tourists visit the Inner Harbor each year, where they can walk along brick promenades on the shore and frequent the many shops, seafood restaurants, museums and other attractions in the harbor area.

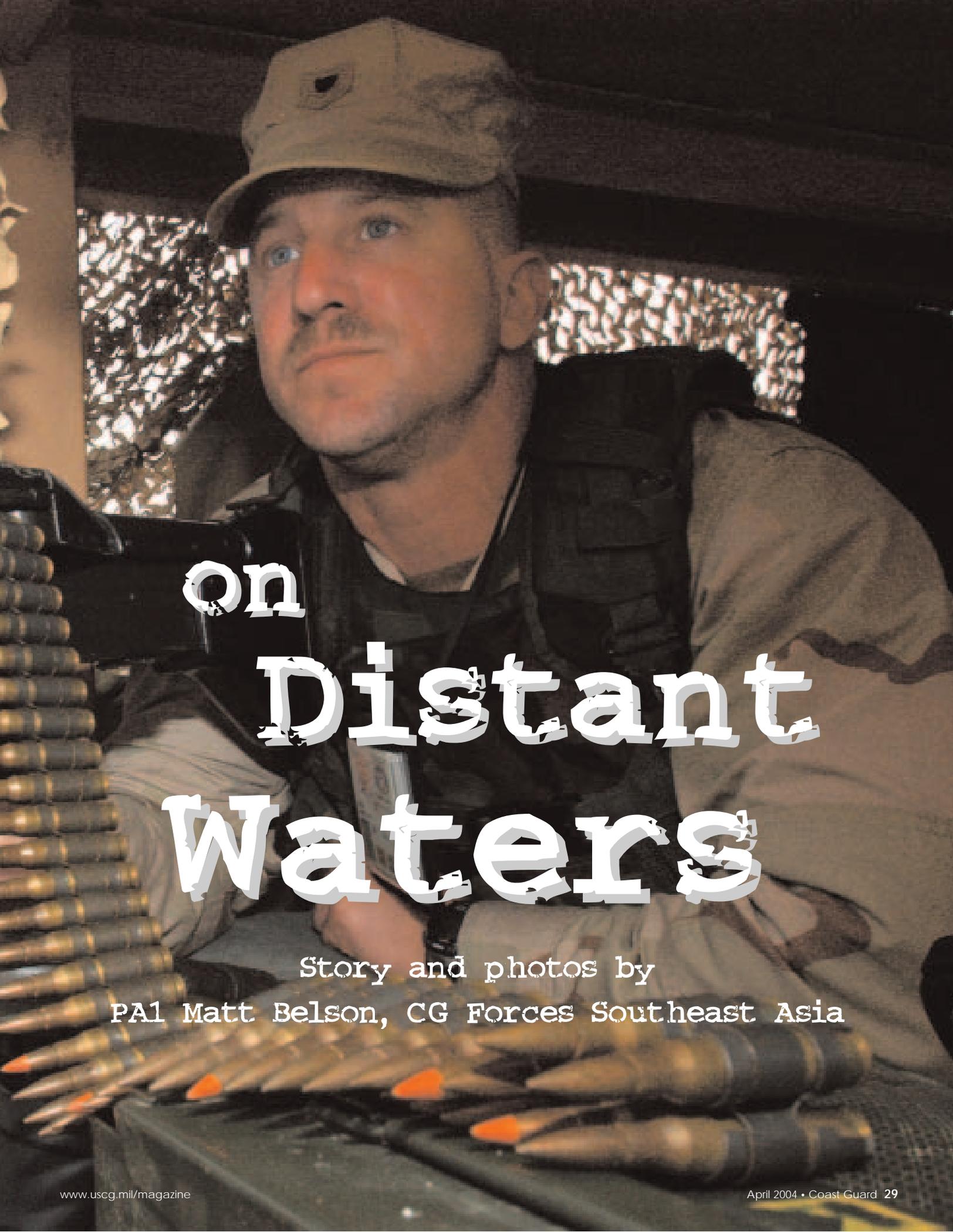
Water taxis ferry visitors to the many points on the Inner Harbor, including Fort McHenry, Fells Point and the world-renowned National Aquarium. 

Danger



.60-CALIBER WATCHDOG

MK2 Jeff Keim, a member of Coast Guard Port Security Unit 308, stands watch in a guard tower in Ash Shuaiba, Kuwait.

A man in military gear, including a tan cap and a tactical vest, is looking out from a vehicle. The background shows a window with a camouflage pattern. In the foreground, there are several magazines of ammunition with orange tips.

on Distant Waters

Story and photos by
PA1 Matt Belson, CG Forces Southeast Asia



GUARDING THE GUARDIANS

BM3 Zora Tate, a member of PSU 308, keeps watch as her boat unit patrols the waters around the CGC Adak tied up at the pier. Coast Guard PSUs are comprised mostly of reservists and are often deployed overseas to protect strategic ports used by the U.S. Navy and coalition forces.

For almost a year, four Coast Guard patrol boats and their crews have been patrolling the shallow waters of the North Arabian Gulf, helping to stop the flow of smuggled oil out of Iraq and to search for terrorists. This is a historic period for the Coast Guard; it is the first time since the Vietnam War that patrol boats have been deployed overseas to support the Navy during wartime.

Early in the preparations for Operation Iraqi Freedom, the Navy recognized the need for shallow draft boats to operate in the busy Iraqi waterways of the Khawr Abd Allah and Shat Al Arab. In February 2003, four Coast Guard 110-foot Island Class patrol boats and their crews were dispatched to the region.

In the early weeks of the campaign, the CGC Adak, from Sandy Hook, N.J., the CGC Wrangell, from Portland, Maine, the CGC Baranof, from Miami, and the CGC Aquidneck, from Atlantic Beach, N.C., distinguished themselves while escorting the first humanitarian relief ships through mine-laden waters to the Iraqi port of Umm Qasr. During one engagement, the Adak's crew rescued three Iraqi sailors when coalition forces sank their Iraqi patrol boat. For their actions in a hostile and threatening environment, all four commanding offi-

cers of the cutters were awarded Bronze Stars, and the crews received Combat Action Ribbons.

While new crews continue to rotate in and relieve old ones, the operational tempo remains high and the dangers are real.

"Any small boat out here could be laden with explosives and is considered a possible threat," said Lt. John Gregg, commanding officer of the Wrangell.

The North Arabian Gulf is a crowded place where ships of all sizes operate. Some of these vessels come from as far away as the Horn of Africa and the Indian sub-continent. Large oil tankers fill their compartments at Iraq's only functioning oil terminal, the Al Basra Oil Terminal.

Countless Arabian wooden-hulled cargo and fishing vessel, called dhows steam along centuries-old trade routes. The cargo dhows are colorful boats stuffed with goods such as dates, car tires, and rice. Facilities onboard are often primitive, and the crews live in squalid conditions. It is common to find a host of roaches and rats scurrying about.

The Maritime Interdiction Operations are a coordinated effort of coalition warships working in concert to track, board and verify the cargos and crewmembers transiting through the region. Added

to this challenge are the language barrier and the reality that many of the cargo dhows do not have radios, nor are their operators versed in international maritime navigation rules and procedures.

“There are no real standards for the boats over here, and the people just do what they have to do to survive,” said BM1 Adam Noorigian of the Adak. “Unlike back home in the U.S., you’re not worried about whether the boats have lifejackets, fire extinguishers or fuel leaks. These boats would be sent back to the yard and never allowed to float,” he said.

The Coast Guard members often compare the North Arabian Gulf to the lawlessness of the American Old West. Indeed, theft continues to be a problem as the crews of cargo dhows recount tales of armed men boarding them at night, threatening them with violence and stealing their cargo.

The detritus of war abounds in the Khawr Abd Allah and Shat Al Arab waterways as the rusting, broken shells of numerous vessels lay passive in their final mooring, beyond salvage. It is from these wrecks that “Ali Baba,” as the local mariners call these bandits, operates. On patrols up these waterways, heavily armed Coast Guard boarding teams search the wrecks for any presence of the crimi-

nals.

The expertise that boarding teams acquired from years of counter-drug operations and illegal migrant interdiction operations in the Caribbean is proving invaluable to the success of the mission.

“The impact is visible, and there seems to be a change in the smugglers’ patterns and an overall decrease in their efforts,” said Gregg.

There is no such thing as a typical patrol. One day a cutter can be tasked with patrolling the oil terminal and the next sent up the waterways to board cargo dhows. Sometimes, not a single dhow is sighted, and then there are days when more than a dozen dhows appear on the horizon, and the order is given to board and search the vessels.

When the command to prepare for a boarding is given over the ships intercom, the crews react with a genuine enthusiasm; this

is what they train for. Topside, the deck crew begins the coordinated routine of launching the ship’s Rigid Hull Inflatable Boat as the six- to eight-man boarding team is issued weapons and dons tactical gear. Once the RHIB and its team is in the water, the coxswain maneuvers the boat away and heads towards the vessel to be searched.

After climbing the dhow’s rickety ladder, the

“Any small boat out here could be laden with explosives ...”

— Lt. John Gregg,
commanding officer,
CGC Wrangell

UNDER COVER

Members of a boarding team from the CGC Adak search a cargo dhow for illegal goods in the Arabian Gulf.



boarding team secures the vessel, and after accounting for all of the crew, begins its search of the hold and checks the ship's documents. In many ways, the unsafe conditions of the dhows pose as great a danger to the boarding teams as the potential for violence.

"We look for anything out of the ordinary, such as weapons, military uniforms and unusual numbers of oil drums aboard," said MK2 Chad Parker of the Adak, describing how smugglers often will use hidden compartments or an excessive number of drums to disguise illegal oil exports as a vessel's fuel supplies.

Members of the boarding team often must crawl through tight, dirty spaces to check for hidden compartments and contraband.

"If you don't come back to the cutter dirty, you didn't do your job," said Parker.

Life on the patrol boats is cramped as the ship's compliment has been increased from 17 to 21 to help bolster the size of the boarding teams. Often they are out for more than two weeks at a time.

"The patrol boats stationed in the Northern Arabian Gulf are operating at twice the operational pace as the cutters back in the U.S.," said Lt. Cmdr.

Steve White, the Coast Guard Patrol Forces Southwest Asia liaison officer to the U.S. Navy's

Destroyer Squadron 50. He explained how the patrol boats are running at more than 4,500 operational hours compared to 1,800-2,000 hours stateside.

This is possible only through constant maintenance on the patrol boats and the rotation of crews

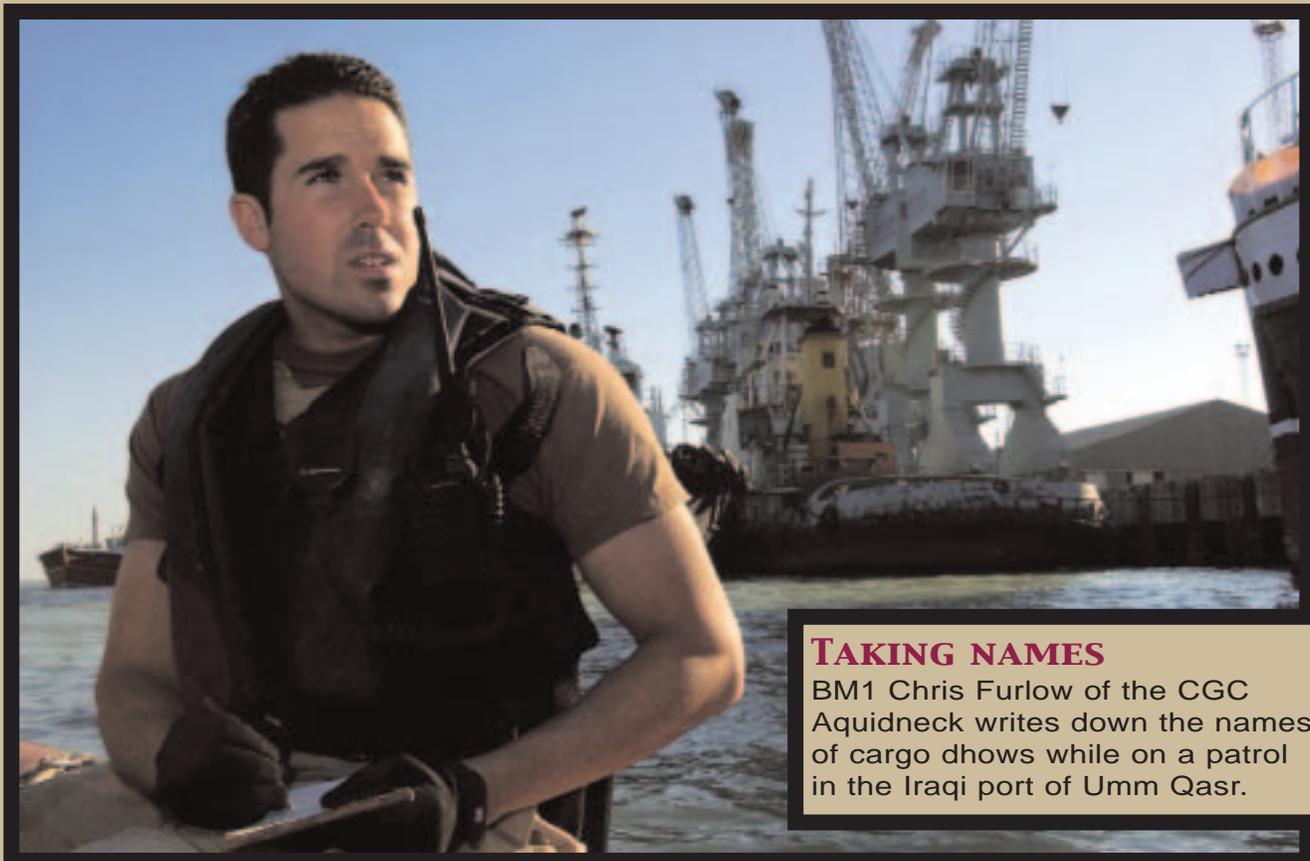
assigned to yearlong tours, augmented by additional crewmembers to fill billets when needed, said White.

When a cutter returns from a patrol, a dedicated support team of more than 100 Coast Guard engineers, storekeepers, food service specialists, boatswain's mates and gunner's mates restock the boat with supplies and fix any problems. The precious few days in port offer a chance for the crews to rest, check e-mail and call home to hear the voice of a loved one. The time in port is always short. Soon, the crews are once again casting off lines and heading back out to sea.

Getting the mission done successfully, and safely, is their goal.

MK3 Zachary Coone of the Aquidneck said, "I tell myself I am coming back to the boat after every boarding." 

In many ways, the unsafe conditions of the dhows pose as great a danger to the boarding teams as the potential for violence.



TAKING NAMES

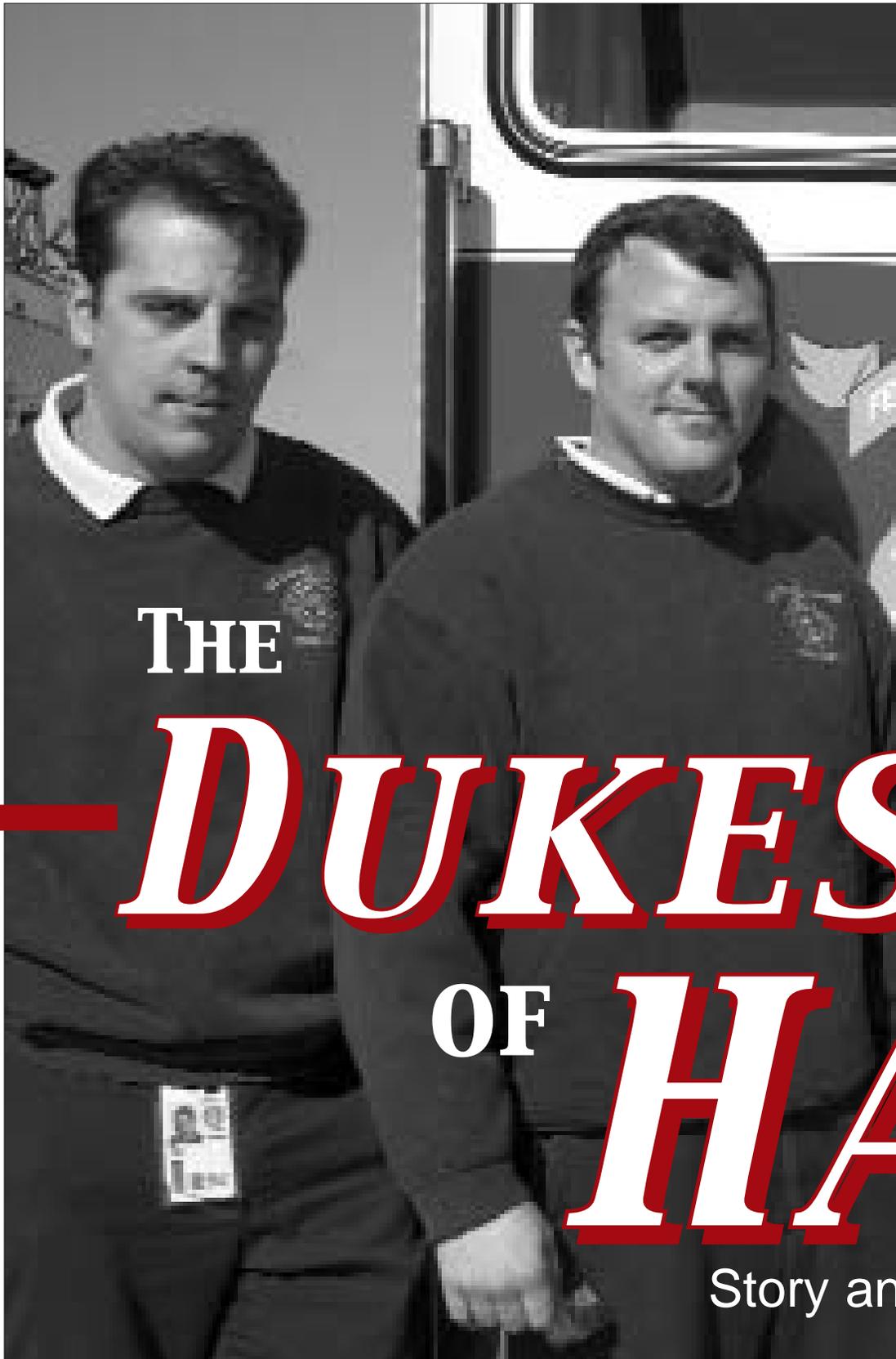
BM1 Chris Furlow of the CGC Aquidneck writes down the names of cargo dhows while on a patrol in the Iraqi port of Umm Qasr.



CAT AND MOUSE
MK2 Edgardo Ortiz (left) aims his weapon down a stairwell as his boarding team from the CGC Aquidneck (below) searches an abandoned wreck known to be used by thieves in the Iraqi port of Umm Qasr.



When the residents of Elizabeth City, N.C., were threatened by a deadly ammonia gas leak, they called in ...



THE
DUKES
OF
HA

FIRST RESPONDERS

As members of ISC Elizabeth City's civilian fire crew, Firefighters Keith Yezdanian, John Ratcliffe, Fire Captain William Heigher, and Firefighter John Albertoni are also all DOD-certified HAZMAT technician responders.

Story and



and Photos by PA3 Stacey Pardini, LantArea

FINE TUNED MACHINE

Coast Guard Firefighter Keith Yezdanian performs checks on one of the department's fire engines.



EVEN BETTER THAN THE BATMOBILE

The ISC Elizabeth City Coast Guard firetruck stands by in case of a crash or HAZMAT situation.

On the evening of Feb. 4, residents of Elizabeth City, N.C., called 911 with reports of a stinging, pungent odor of ammonia. The local fire department determined the smell was caused by an anhydrous ammonia leak at a nearby food refrigeration plant. Because the North Carolina Hazardous Material Regional Response Team is headquartered about three hours away, local authorities turned to the HAZMAT-trained Coast Guard fire crew for assistance securing the gas leak.

Co-located with Coast Guard Air Station Elizabeth City, N.C., this 22-person civilian crew is versatile, performing many missions in addition to their primary duty, aircraft rescue fire fighting. It is the largest of the four Coast Guard fire crews in existence.

Many of the firefighters here pursue training above and beyond Coast Guard requirements. "The four of us are DOD HAZMAT technician responder and incident commander certified," said Firefighter John Ratcliffe. "We're only required to hold operational level certification."

Coast Guard Fire Captain William Heighter and Firefighters John Albertoni, Keith Yezdanian and Ratcliffe were on duty when they received the call.

Police and local fire fighters began evacuating residents while Heighter, Ratcliffe, Albertoni and Yezdanian headed to the scene towing a trailer full of equipment behind their HAZMAT-response vehicle. "You could see a plume around the ice plant, and across the roadway," said Heighter.

Exposure to high concentrations of ammonia gas can be fatal. It severely burns the eyes, lining of the mouth, throat and lungs.

The fire crew, wearing fully encapsulated level "A" suits, hoods, boots and gloves, arrived on scene and set up a portable decontamination site made of piping and plastic complete with fresh running water, that serves as a walk-through shower after coming into contact with a contaminate. "At one point, the wind shifted. We could smell it and had to move [the decontamination site]," said Albertoni.

Once established, Ratcliffe and Yezdanian entered the facility. Using a map of the building hand drawn by someone familiar with the plant, they managed to locate the possible source. A valve that had been manipulated and left open earlier in the day

was high up in the ceiling rafters and partially blocked by utility piping. Ratcliffe climbed to the leaky valve and secured it, and they exited the facility safely.

After Albertoni and Ratcliffe ventilated the space, the state hazardous material response team arrived and began monitoring the gas levels in the air. That evening about 400 residents were able to return to their homes before the morning with no reported injuries.

“In HAZMAT you just don’t run out and start doing things,” said Fire Chief Bob Willis. “It takes a thoughtful approach and quick action,” he added. 🇺🇸

PREPARED FOR THE WORST

Fire Fighter John Ratcliffe checks and maintains the crew’s medical equipment.



The fire crew responds to about 300 calls a year, on and off base.



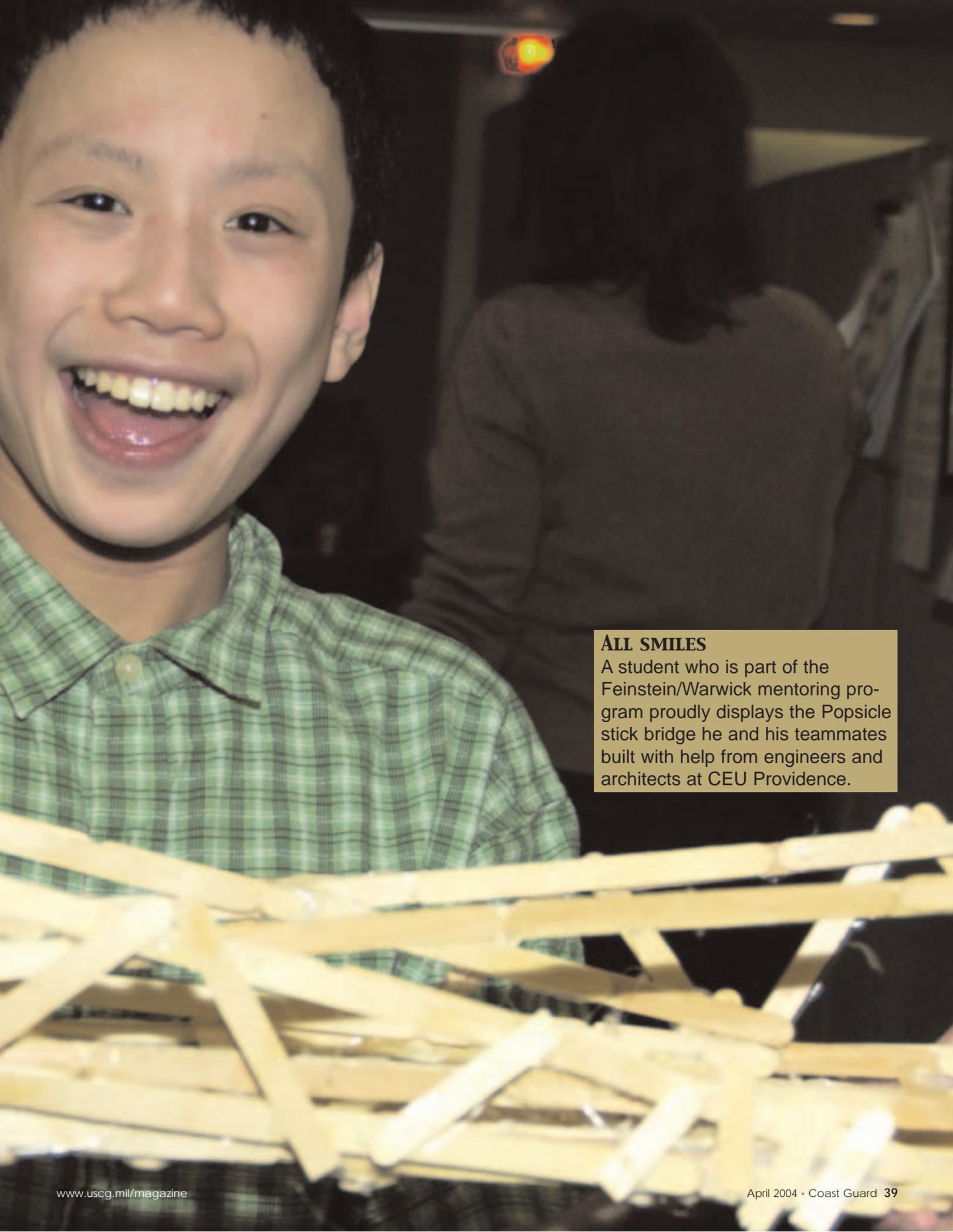
0 CAPTAIN, MY CAPTAIN

Fire Captain William Heigher returns from a call at Group/ Air Station Elizabeth City, N.C.

BUILDING BRIDGES THAT SPAN A LIFETIME

Story and photos PA2 Amy Thomas, 1st Dist.





ALL SMILES

A student who is part of the Feinstein/Warwick mentoring program proudly displays the Popsicle stick bridge he and his teammates built with help from engineers and architects at CEU Providence.

Kids usually aren't encouraged to be destructive, but for a group of teenagers from Warwick, R.I., Feb. 12 was fraught with disaster and ruin under the watchful eyes of Coast Guard engineers.

Armed with Popsicle sticks, glue guns and dental floss, nearly three dozen seventh and eighth graders from Aldrich, Gorton and Windman junior high schools infiltrated the Coast Guard Civil Engineering Unit in Warwick for a day of education, teamwork and competition.

The fourth annual event, which is organized by the Rhode Island-based Chamber Education Foundation, teamed kids from the Chamber's mentoring program with Coast Guard engineers and architects in a competition to design and build the strongest, most efficient and most aesthetically pleasing Popsicle stick bridges.

"This started out as an opportunity to expose kids to the Coast Guard and to engineering at the same time," said Lt. Wayne Helge, the construction project manager at the CEU. "But over the years, it has evolved into this big event."

After introductory remarks by CEU commanding officer Cmdr. Thomas Jones, the 30 students were divided into seven groups, each headed by a Coast Guard engineer or architect. With the glue guns heating up, the dental floss unwound and the bridge blueprints laid out, the clock was set for one hour.

Some kids bent studiously to the task, some laughed and joked with each other, while others were, at first, a little apprehensive.

"As I went around to the groups to watch their progress, some of the kids were just standing around, watching," said Midge McPeak, the coordinator of the Chamber Education Foundation's Feinstein/Warwick

Mentor program. "But I think once they saw the enthusiasm of the Coast Guard folks, they couldn't help getting caught up in it."

The kids who are part of the Chamber's mentoring program need just that sort of enthusiasm from an adult they can trust, McPeak said. Many have lost a parent to death, divorce, or legal proceeding, while some may be struggling academically or have extremely low self-esteem.

"They just need an extra person to be their cheerleader," McPeak said.

The staff at the CEU might as well be an entire cheerleading squad. Although they do not individually mentor these young bridge builders, many of the active duty and civilian employees at the CEU are one-on-one "life" mentors to other kids at local elementary schools. The Coast Guard mentors typically spend about an hour or more per week at the elementary school with their "mentees" playing games, making craft projects or just talking. Life mentors often stay with their mentees for years.

In addition, unique to the Chamber's mentoring program, about 15 CEU staff members volunteer to be academic mentors to high school students, McPeak said. This is different than life mentors in that the students are struggling in one particular subject and may only need short-term help.

Denise DiMarzo, who works in the administrative branch at the CEU, mentors a 7-year-old girl at Holden Elementary School in Warwick. DiMarzo has spent individual time with her mentee, as well as on group field trips to the movies, bowling and miniature golfing.

"Sometimes I think it's more fun for the adults than for the kids," DiMarzo said. "I could have a stressful



day, but when I go see her [mentee], it all goes away.”

CEU staff member Lt. Cmdr. Bob Wilbur, who helped organize the bridge building event and is also an academic mentor to a local high school student, agrees.

“Work can get monotonous sometimes,” Wilbur said. “I really enjoy interacting with these kids because they see things from a fresh perspective that gets me thinking in a new way.”

The effects on the kids are infinite. Parents call McPeak on a regular basis to tell her how much their kids have changed for the better because of the time spent with a mentor.

“They improve in school, get along better with their peers and in their family roles,” she said. “It also helps them develop leadership qualities.”

The CEU has been involved with the Chamber’s mentoring program for the past ten years, and McPeak said she believes this volunteer work has earned the CEU a special place in the heart of the community.

“People notice, especially when you’ve got support coming from the top,” McPeak said, referring to the fact that Jones is the first commanding officer at the CEU to be a one-on-one mentor. “Once, we had a teacher with a student who was in desperate need of a mentor. We called the CEU, and within an hour, we had three volunteers.”

McPeak said that she thinks the Coast Guard mentors have an immediate “in” with the kids, just because of the role they play in the government. She added that some of the barriers that might be present in the beginning stages of a mentor/mentee relationship never develop because of the image the Coast Guard projects as an armed service.

“It makes them more of a hero,” McPeak said. “The

Coast Guard has already scored with the kids by serving the country.”

Time winds down at the bridge building contest, and an announcement is made that the construction deadline is imminent. Amid groans and pleas for a few extra minutes, everyone appears happy and at ease. All the groups carry their bridge to the conference room.

The first bridge, a little crooked, its joints thick with hot glue, is spanned between two tables, and Wilbur begins loading one-pound weights into a bucket that is suspended from the bridge’s center.

The kids, some kneeling on the floor, some sitting on the edge of their chairs, gather around him and seem to hold their breath as they watch expectantly. “One! Two! Three! Four!” they count along with Wilbur as he loads the weights.

Finally, when the little bridge can hold no more, it cracks under the weight of 50 one-pound weights, accompanied by cheers from the attentive crowd. Its young owners gather up the pieces and immediately take off to try and put it back together so they can take it home as a souvenir. The next bridge is placed in the hot seat, and the ritual continues until every last one has been tested and broken.

Awards for the winners are presented, and everyone files out. Lopsided or straight, strong or weak, each of the seven Popsicle stick bridges represents the same concepts: teamwork, education and competition. But more solid than the hot glue and dental floss that held the bridges together is the foundation for life the Coast Guard mentors are laying for these children. 



ONE PIECE AT A TIME

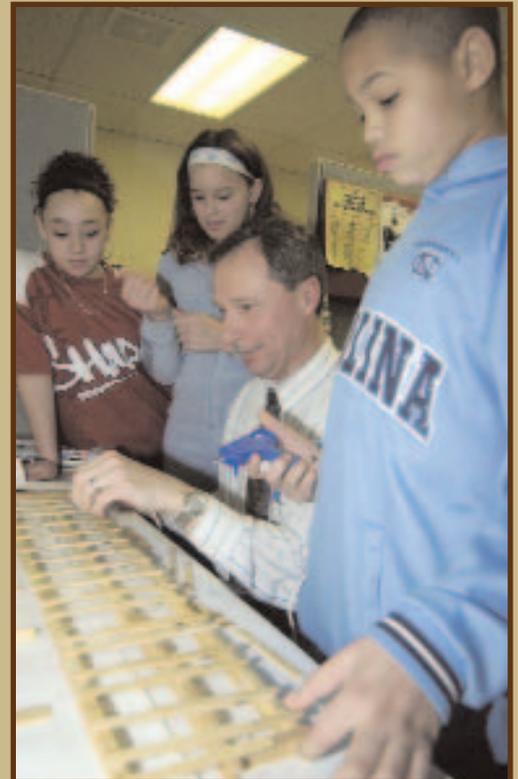
Right: Luke Dhopolsky, a civilian employee at CEU Providence, explains some principals of bridge design to several seventh graders involved with the Feinstein/Warwick mentoring program.

PRESSURE’S ON

Left: Lt. Cmdr. Bob Wilbur, from CEU Providence, loads one pound weights into a bucket suspended from the center of a Popsicle stick bridge. The bridge was one of seven built by seventh and eighth graders who are part of the Feinstein/Warwick mentoring program.

HOW MUCH CAN IT TAKE?

Far left: Lt. Cmdr. Bob Wilbur, from CEU Providence, gets ready to pile the pounds on a Popsicle stick bridge.



Lighting more than

Story and photos by PA3 Brooksann Anderson, 14th Dist.

The high-pitched laughter of children musically floated in the air. Their faces, bright with wonder, gazed up to their tour guide, their attention solely focused on the moment. The first graders from Iolani School, in Oahu, Hawaii, only five and six years old, enjoyed the privilege of being the first tour group at the Diamond Head Lighthouse in years.

"This tour provides the students with a valuable and memorable first hand experience they will always

remember," said Lynne Inouye, a first grade teacher at Iolani School.

The visit to the lighthouse completes a unit in their curriculum that teaches students about the purpose and history of lighthouses.

"Lighthouses were chosen because of a story about the Portland Head Light in our reader. The teachers noticed a high level of interest from all the students about lighthouses and related material," said Inouye. "The availability of supplemental books on lighthouses

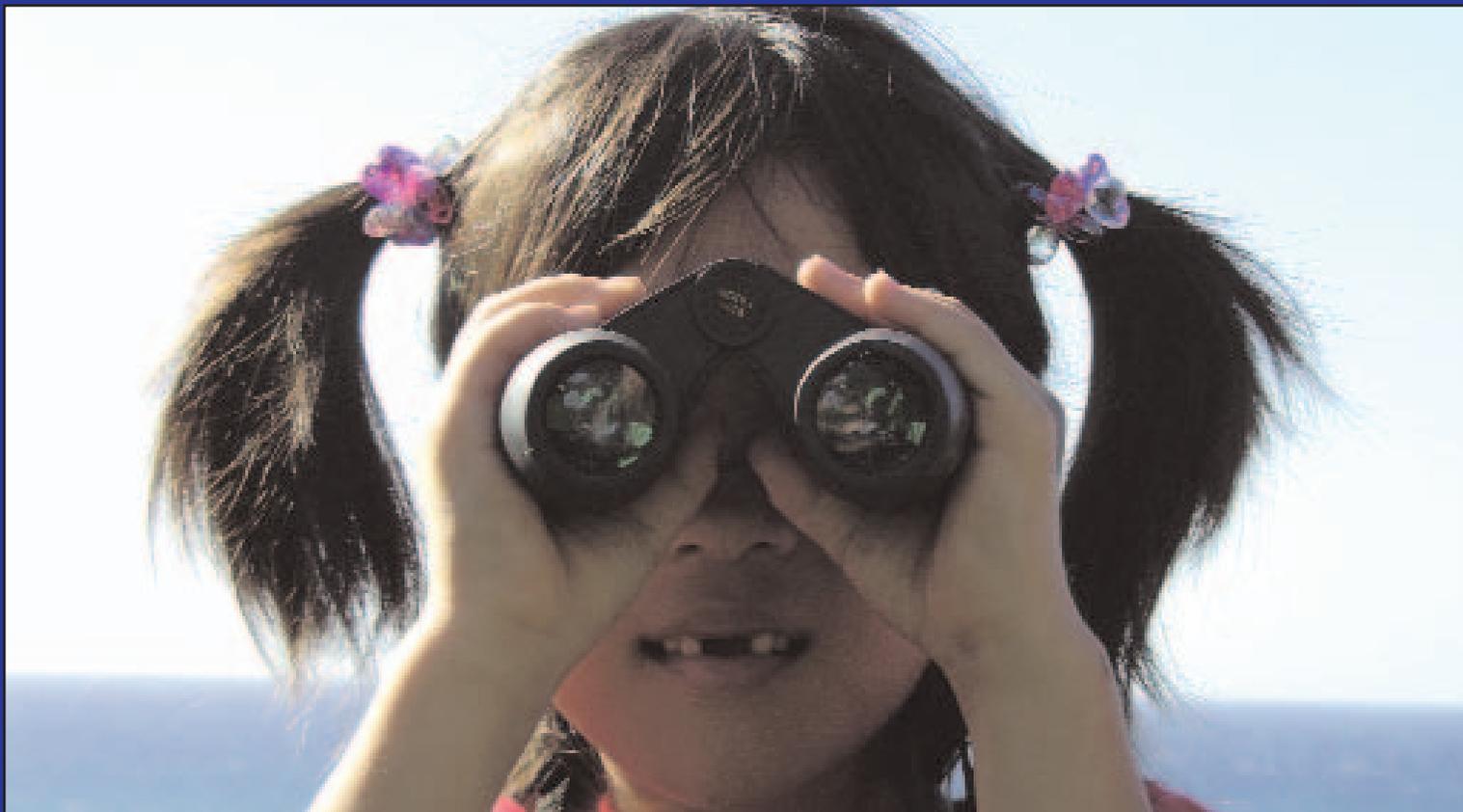
made it possible to integrate the theme into the curriculum."

The Diamond Head Lighthouse, located near Diamond Head Crater on the east side of the island of Oahu, Hawaii, is an enduring symbol to islanders and visitors alike.

Since 1939, when the Coast Guard took control of the lighthouses in the United States and its territories, this lighthouse, along with the accompanying grounds, have been called home by every commander of the 14th District.

LOOK AT THAT

This first grader from Iolani School concentrates as she tries to spot whales from the grounds of the Diamond Head Lighthouse.



n a sailor's sky

For the past several years, the lighthouse has been closed to the public to protect the privacy of its residents. As a part of the community relations outreach program, the idea of using the lighthouse for educational tours was brought before the current district commander, Rear Adm. Charles Wurster.

“An important goal of our public affairs program is to serve the public interest by being an integral, contributing part of the community,” said Lt. Jacqueline Brunette, public

affairs officer for the 14th District.

“Allowing scheduled, guided tours of the lighthouse for schools and organizations gives the community a chance to learn about the Coast Guard while visiting a living piece of Hawaiian history,” Brunette explained.

Wurster agreed and opened the lighthouse to the public. “Hopefully allowing tours will spark an appreciation in each person for the maritime heritage of Hawaii and the United States, marine environmen-

tal issues, boating safety as well as an increased awareness of the role of the Coast Guard in their state and throughout the nation,” said Wurster.

Before it could be opened, it needed some interior beautification efforts. The public affairs staff, in close collaboration with Wurster, decided to remodel the inside to give it a historical feel.

“Diamond Head Lighthouse is an important historical landmark that is recognized and respected all over

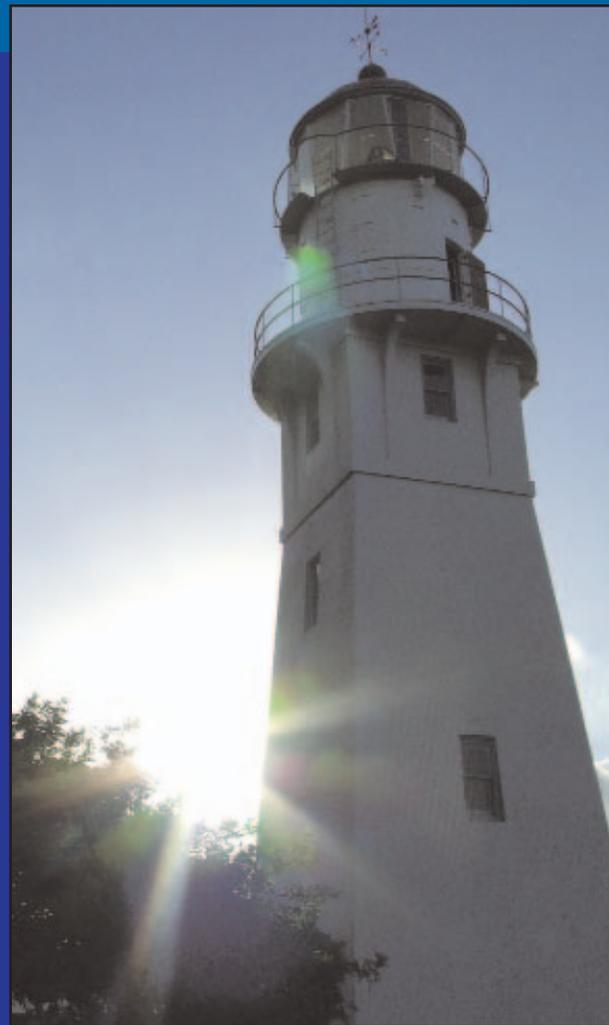


WIND TOYS

Above: Logan and her friends admire their wind toys made at the crafts station beside the Diamond Head Lighthouse.

THE DAY'S LIGHT

Right: Diamond Head Lighthouse on the morning of the Iolani School tour.



the world,” said Brunette. “By creating the museum, we hope to educate visitors about the importance of the Coast Guard’s aids to navigation mission and give tribute to all the lighthouses throughout the Hawaiian Islands.”

Historical and current pictures of lighthouses located throughout the Hawaiian Islands were found, framed and hung on every level of the five-story lighthouse. Brief histories of each one have been mounted beside their respective pictures.

Miniature, working model Fresnel Lenses were purchased and set up on the ground floor. Histories of the lenses and their creator, Augustin Fresnel, were also posted before entering the glass dome at the top

or cupola, which encases the lens.

A television/video cassette recorder combination has been set up to play the Public Broadcasting Service special, “Lighthouses of Hawaii.”

A rubber stamp with a picture of a lighthouse and different colors of ink were purchased specifically for children. A handout was also created with facts about the lighthouse on one side and a black and white drawing of it on the other side.

“The best part of the tour was the opportunity to open the lighthouse to others who share the Coast Guard’s interest in the sea,” said Wurster.

Along with the lighthouse itself, the first graders were also treated to

a wide range of activities designed not only to entertain but also educate.

“It was an added benefit that we could relate the information being taught to the actual lighthouses in Hawaii,” Inouye said. “The qualities of a lighthouse as a guiding beacon and their keepers as responsible, brave and dedicated people were used to develop and foster positive character traits and a sense of community service, demonstrated by the Coast Guard, within our students.”

Members of the Coast Guard Auxiliary had many interactive demonstrations set up for the children to enjoy. There was a knot tying station, where the children

COLORS

Below: First graders from Iolani School colored pictures of lighthouses, whales and Coast Guard assets after a tour of the Diamond Head Lighthouse.



SAFETY FIRST

Above: In an effort to teach the children about water safety, a Coast Guard Auxiliary member had first graders from Iolani School try on life jackets after their tour of the Diamond Head Lighthouse.

actually practiced different types of knots on a real cleat. There was also a rescue line-heaving bag on hand small enough for them to practice throwing.

There were life jackets of all sizes for the children to try on and learn the importance of a proper fit as well as miniature boating aids so the children could learn about basic navigation rules. "In all, the children, the teachers and the auxiliaries enjoyed a great time together," said Robert Keller, an Auxiliary commander from Flotilla 18.

To complete the experience, the teachers and parents set up arts and crafts so the children could make their own wind catchers and color pictures of lighthouses and

various Coast Guard missions.

The children used binoculars at the end of the tour in hopes of catching a glimpse of any whales in the area. Several of the children repeatedly exclaimed, "This is the best trip we ever had!"

"All of the children agreed that getting to climb the winding center staircase all the way to the cupola and going out on the catwalk was their favorite part," Inouye said.

Wurster and his wife, George Ann, also stepped outside to visit with everyone. "The teachers, the parents and the children would like to thank them for their Aloha. The children were especially tickled to have a real admiral in their presence," Inouye said.

Wurster said because it was well organized he was especially satisfied with how the tour went. "The idea of having the children move from one learning station to the next worked well," he said.

The students said goodbye and filed one-by-one on to their yellow school buses, and as they pulled away, each tour guide waved to the departing students with a content smile on their faces. The newly restored Diamond Head Lighthouse stands in the foreground, solid, silent and proud, waiting for its next chance to shine. 

HEADS UP

Right: Two students from Iolani School putt the rescue line back in its bag after another student practiced proper line throwing techniques.

KNOTS

Below: John, a first grader at Iolani School, ties a Figure Eight with the help of an Coast Guard Auxiliary member.



DOG GONE

Story and photo by PA3 Mariana O’Leary, PacArea

Sailors have been known to return home from sea with some pretty great finds. Hammocks can be bought from ship-riders in the Panama Canal, perhaps a few bartered T-shirts and shell necklaces from Puerto Valletta for their loved ones back home, or maybe even a little Costa Rican rum stored for safe keeping in the X.O.’s liquor locker.

When the CGC Munro pulled into its homeport of Alameda, Calif., Feb. 4, FS2 David Thomas brought back something a little unexpected after two months at sea — a new family member.

On Dec. 22, the Munro was on patrol approximately 120-miles SSW of the Guatemalan and Honduran boarder when it sighted a 60-foot fishing vessel. Munro’s boarding team embarked the Candy1 and began their initial security inspection. There was more than one surprise waiting for them.

“We started hearing what sounded like a dog coming from a back compartment,” said Lt.j.g. Nicholas Tabori. “We were pretty careful when we opened that door, it’s always hit or miss when you find a dog aboard. You never know if it’s friendly or not.”

What the boarding team found was a scared but friendly 3-year-old Dalmatian with lots of energy, which the Candy1’s crew called Danye. “He was really skinny when we found him, you could see his ribs,” said Tabori.

“We thought the dog would probably respond to Spanish because of where we were geographically,” said Fireman Jesse Freeman, “So we started saying ‘bueno perro,’ which is Spanish for good dog, for about 20 minutes trying to calm him down.”

The Munro’s boarding team ultimately discovered 108 bales of cocaine worth about \$40 million aboard the Candy1. Despite detaining eight men and bringing all the drugs aboard Munro, the crew still had a dilemma.

“Once we realized we had to dispose of the boat, we also realized we had to deal with the dog,” said Ensign Gerrod Glauner. “We couldn’t very well sink the boat with a dog aboard.”

The first taste of life on a Coast Guard cutter for Danye was a meal of kitchen scraps and a bath. “We gave him a bath the first day we brought him aboard. He turned from grungy brown to bright white with spots,” said Glauner.

“It was great to have a four-legged companion aboard,” said Freeman. “It definitely boosted crew morale.”

“We made him a little alcove for sleeping in the hangar, and he would just hang out with us. He would sit there when we did our workouts and jump up and down with our jumping jacks,” said Freeman.

“A couple different people were talking about wanting to keep him or make him a mascot,” said Tabori, but the Thomas’ seemed to have the best situation to take him in.

Munro had been back about a week when Thomas stood on the pier with his newly named dog, Luke. A bright new-looking collar gleams red against his shiny spotted coat and his alert eyes seem to catch every little movement on the busy pier.

“I just kind of fell in love with him,” said Thomas, who came up with the name from the movie “Cool Hand Luke.” “He started to gain weight from the kitchen scraps until we could stop in port and buy dog food. He was fun to play with and I just started getting attached,” Thomas added.

“I went to the executive officer and told him I wanted to keep him. My family and I were actually looking for a dog just before we left, and then, this great dog just fell in our lap,” said Thomas.

The day Munro returned, Thomas took Luke to the vet to get him checked out. “They said he was in good health and about three years old. He got all his shots so he’s good to go. My kids like him, he’s a great jogger, and he just seems to fit in really well. We just got lucky I guess.” 🐾

DRUG BUST



FINALLY HOME
FS2 David Thomas
and Luke in front of
the CGC Munro.



USO Guide to D.C. and Baltimore

The USO of Metropolitan Washington is proud to announce the 2004 Guide to Washington, D.C., and Baltimore is now available for distribution. This is the 16th edition of this publication, which has become an invaluable resource for service members stationed in or temporarily assigned to the Washington metropolitan area. The guide provides a comprehensive listing of USO and military resources, information on sight-seeing and recreation, a map, and general information on living in the area.

The Guide is provided free of charge to members of the military and their families in the D.C. area. If you are unable to pick up a copy of the publication and would like one to be sent to you, USO-Metro will mail one to you for \$2 (to cover postage and handling). For more information, call (703) 696-3278.

USO

Shipmates

The Commonwealth of the Northern Mariana Islands will host the 60th Anniversary Commemoration of the Battles for Saipan and Tinian June 12-16, 2004. This event will honor the sacrifices made by the United States armed forces during World War II and beyond, and will commemorate each life that was lost during these tragic battles.

More than 70,000 Americans fought the World War II battles for Tinian and Saipan, and more than 4,000 lost their lives. The airfields on Tinian and Saipan were critical for the B-29 missions that hastened the end of the war, including the historic flight of the Enola Gay.

"We understand that we are quickly losing our opportunity to show our veterans our appreciation for their sacrifices. We, as a Commonwealth, want this to be the most special and meaningful pilgrimage of their lives," said Kathryn Barry, a member of the commemoration's steering committee.

Retired Gen. Paul Tibbets, the pilot of the Enola Gay, will return to the islands as the keynote speaker for the event.

For more information about the event, please visit:

<http://data.worldwarII.info/cftemplates/amp60th/index.cfm>

Steering Committee for the Commemoration of the 60th Anniversary of the Battles for Saipan and Tinian

Greetings From...

Where are you
stationed?



*Coast Guard Magazine
wants to know!*

We are currently seeking submissions for our Greetings From section.

If you would like to see your unit featured, simply send us:

- a high-resolution photo of your unit
- a detailed description of its missions, the local area, attractions, etc.

Please also include info about:

- housing
- local military facilities
- educational opportunities
- local weather trends

All submissions can be sent to cgmag@comdt.uscg.mil. For more info, please call (202) 267-0926.

Old 8x10



Coast Guard Ski Patrol

Coast Guardsmen from the St. Mary's River Patrol (now a unit of Group Sault Ste. Marie) form ranks during an infantry drill on the outskirts of the Soo during the winter of 1932-33.

The patrol was formed of men normally assigned to 38- and 125-foot boats; during the winter they were attached to the patrol. Training was held all winter using warrant officers and chiefs as instructors.

Lt. J.G. MacLean, the officer shown at center, was in charge of the winter barracks. He decided to hold drills on skis to comply with the requirement of one infantry drill per week. The skis belonged to a nearby Army fort.

As the drill grounds were near a hill, they skied for pleasure after the drill.

They also harvested ice for the Coast Guard Ice House, cutting blocks by hand when the ice was thick enough on the river. A couple of teams of horses with large sleighs were hired to haul the blocks to the beach where they were loaded on Coast Guard trucks and then taken to the ice house and packed in sawdust. The ice was used on vessels and boats during the operational season.

The men also had an outdoor ice rink and a hockey team.

Story and photo courtesy of Coast Guard Historian

Check out Coast Guard career opportunities! Call 877-NOW USCG

HEY BABY

BM3 Charles Lipps of PSU 308 holds his daughter Hannah for the first time upon returning to Gulfport, Miss., from a deployment in support of Operation Iraqi Freedom.

Photo by PA3 Nicholas Cangemi,
8th Dist.

