

1995 U.S. COAST GUARD OVERVIEW



❖ From the commandant.....	2
DOT Gold Medal acceptance; citation	
🚩 Missions.....	3
Our main missions and 12 daily operating areas	
👤 People.....	5
A look at the Coast Guard team	
🎓 Training & education.....	8
Starting points for joining the world's premier maritime service	
🏠 Shore unit totals & headquarters units.....	10
Structured to meet our missions	
🔧 Hardware.....	12
Service equipment platforms	
📜 History & organization.....	15
Service roots and today's Coast Guard	
🗺️ Around the Coast Guard (map).....	16
The location of Coast Guard areas and districts	
🏢 Areas & maintenance and logistics commands.....	18
Multi-district operations coordination and area operational support	
📍 Districts.....	20
Ten geographical regions responsible for the direction of Coast Guard units	

U.S. Coast Guard

Public Affairs (G-CP-1B)
2100 2nd Street, S.W.
Washington, D.C. 20593-0001

Issue 1-95

ADM Robert E. Kramek, Commandant;
VADM Arthur E. Henn, Vice Commandant;
CAPT Ernie Blanchard, Chief, Public Affairs;
LT Ed Swift, Chief, Internal Productions Branch;
CWO3 Paul Powers, Commandant's Bulletin Section Chief;
Bulletin staff: PAC Brad Terrill, Editor (202) 267-0926; PA3 Peley Mines, Assistant Editor.

The 1995 Overview is a publication of the Public Affairs Internal Productions Branch at Coast Guard Headquarters. Editorial content is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the Department of Transportation or the U.S. Coast Guard. Information sources include: G-CP-3; MPC-REC-9; G-CBU; The Coast Guardsman's Manual; Organizational Manual; SDL

academy and district public affairs offices, and other Coast Guard publications.

The Commandant's Bulletin is printed entirely on post-consumer recycled paper and is 100 percent recyclable.



(Front cover) The secretary of transportation's highest award — the DOT Gold Medal for Outstanding Achievement — presented to the Coast Guard Nov. 3, 1994.

Photo by PA1 Don Wagner (Inside cover) The CGC Chase provides protection to the USNS Comfort during Operation Uphold Democracy in Haiti.
Photo by PA3 Robin Reasler (Back cover) An Air Station Cape Cod, Mass., HH-60J helicopter lifts a diesel fuel tank from Matinicus Rock, Maine.
Photo by LTJG Pat Oates



CG receives DOT Gold Medal award

Leadership is key to continued success

Dear men and women of the Coast Guard:

I am very pleased and proud to announce that Transportation Secretary Federico Peña awarded his highest award — the Department of Transportation Gold Medal for Outstanding Achievement — to you, the men and women of the Coast Guard, Nov. 3, 1994, at the annual DOT awards ceremony.

By receiving this award we are well on our way to meeting one of my goals: Engage the Coast Guard as an intermodal partner in the implementation of the DOT Strategic Plan.

As a result of this exceptional recognition, I am authorizing Coast Guard regular, reserve and auxiliary members to wear the ribbon bar which accompanies the gold medal. Civilian employees (including NAFA) will receive a comparable pin.

In looking at the course ahead, we face significant challenges in the coming years. Our journey is an opportunity to build on the traditional qualities we value most. Leadership by all Coast Guard members will be a key ingredient to that process and is absolutely essential to our continued success.

Our core values are the foundations of principled leadership and are based on the things that have made the Coast Guard successful for the past 204 years, perhaps the simplest of which is never overlooked by the public — being *Semper Paratus*, always ready to do our job.

Once again, I extend my personal congratulations to all members of our Coast Guard family on receiving this most prestigious secretarial award.

Sincerely,

Robert E. Kramek

Robert E. Kramek
Admiral, U.S. Coast Guard



DOT photo

Coast Guard Commandant ADM Robert E. Kramek (left) accepts Transportation Secretary Federico Peña's highest award, the DOT Gold Medal for Outstanding Achievement, Nov. 3, 1994. The award, given for exemplary service to the nation from Oct. 1, 1993, to Sept. 30, 1994, recognizes the service's responsiveness and professionalism during one of its most demanding years in its history. All active-duty, reserve, auxiliary and civilian employees are included in the award.

Citation for the Department of Transportation Gold Medal for Outstanding Achievement

"For exemplary service to the nation from 1 October 1993 to 30 September 1994. During this period, the Coast Guard truly lived up to its motto: *Semper Paratus ... Always Ready.*"

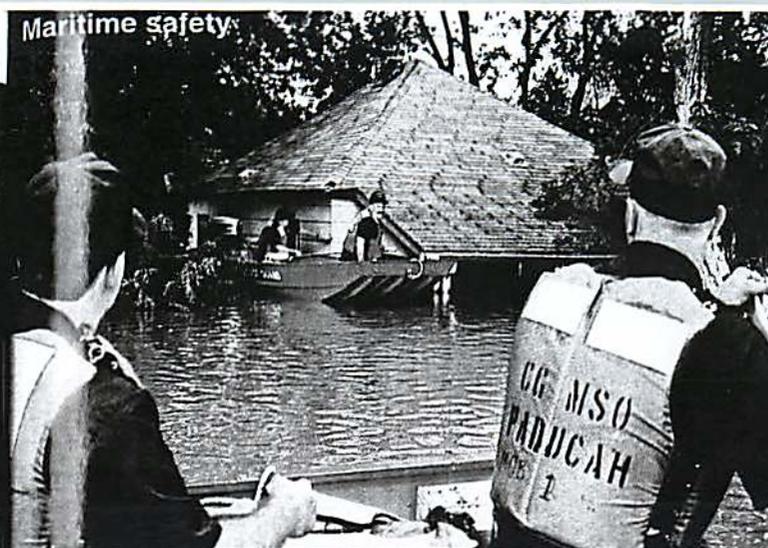
The Coast Guard saved the lives of thousands of mariners in peril on the high seas including the rescue of 56,000 Haitian and Cuban boat people during the tumultuous summer of 1994. During the simultaneous operations of Able Manner, Able Vigil, and Support Democracy, the responsiveness of the Coast Guard provided the opportunity for the administration to implement an effective national security policy. The Coast Guard took bold and effective action to cope with environmental disasters such as the devastating floods, fires and pollution in Houston, Texas, and the grounding of the *Morris J. Berman*, which threatened massive oil pollution to the beaches of Puerto Rico.

During the most severe winter in decades, the Coast Guard facilitated the uninterrupted flow of commerce through unprecedented ice conditions in the Great Lakes and northeast. The Coast Guard further distinguished itself when the *CGC Polar Sea* became the first U.S. surface vessel to reach the north pole, while collecting invaluable scientific data.

Throughout one of the most demanding years in the history of the Coast Guard, this unique and vital organization maintained an extraordinary measure of responsiveness, professionalism and service to the American public. The outstanding devotion to duty displayed by Coast Guard men and women is heartily commended and is in keeping with the highest traditions of the U.S. Coast Guard and the Department of Transportation."

Federico Peña, Secretary of Transportation

Maritime safety



PAZ Chuck Bauman

A Paducah, Ky., disaster relief unit inspects a flooded home in Cape Girardeau, Mo.

Four primary missions

Wide variety of maritime tasks requires the service to rapidly shift focus, assets

The Coast Guard is the primary federal agency with maritime authority for the United States.

A complex organization of people, ships, aircraft, boats and shore stations, the service responds to tasks in several mission and program areas.

The Coast Guard's multi-mission approach permits a relatively small organization to respond to public needs in a wide variety of maritime activities and to shift emphasis on short notice when the need arises.

The Coast Guard's four main missions are maritime law enforcement, maritime safety, environmental protection and national security.

These missions mandate the Coast Guard to:

- Remain constantly ready to defend the United States, ensure national security and protect national interests.
- Minimize loss of life and property, personal injury and property damage at sea and in U.S. waters.
- Enforce U.S. laws and international agreements.
- Ensure the safety and security of marine transportation, ports, waterways and shore facilities.

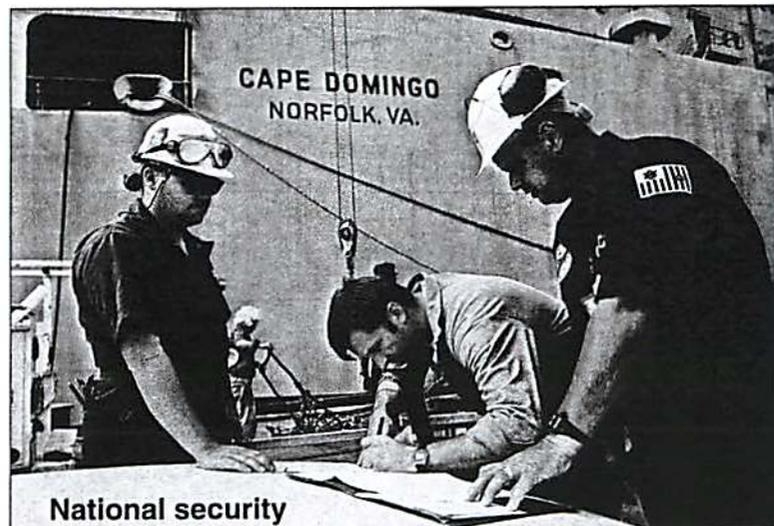
Missions

- Promote marine transportation and other waterborne activity in support of national economic, scientific, defense and social needs.
- Protect the marine environment and its wildlife.
- Ensure an effective U.S. presence in the polar regions.
- Project the interests of the United States in relationships with other maritime nations around the world.
- Assist other agencies in the performance of their duties and cooperate in joint maritime ventures.
- Provide an effective maritime communications system.
- When directed by the president, operate as a service in the Navy.

In support of these four main missions, Coast Guard people perform the following jobs on a routine daily basis:

Aids to navigation

Promotes safe and efficient passage of marine and air traffic by providing continuous and accurate, all-weather radionavigation service. Maintains short- and long-range aids to navigation such as lighthouses and buoys. Operates long-range radionavigation transmitters including loran and Omega. There are 50,600 federal and 48,000 pri-



PAC Tom Gillespie

PS1 Sam Allred (right) of Reserve Unit Wilmington, Del., and a fellow inspector oversee the signing of an explosives loading permit by Edward Devine Jr., captain of the Military Sealift Command vessel *Cape Domingo*, prior to the ship's departure in September for Operation Uphold Democracy in Haiti. In addition to monitoring equipment and supply loading, servicemembers are responsible for the safety of the port, the MSC vessels, and all people involved in the loadout. Since 1790, the Coast Guard has served in every major national conflict.

Missions

vate aids to navigation.
Boating safety
 Reduces the risk of loss of life, personal injury and property damage in recreational boating. Improves boating safety, fostering greater development, use and enjoyment of all U.S. waters.

Defense operations
 Maintains constant readiness. Provides Coast Guard operating units with the combat capability necessary to function effectively as an armed, naval force. Coast Guard flag officers serve on the Navguard Board which coordinates Coast Guard and Navy policy in areas of mutual interest. In peacetime, Maritime Defense Zone commanders are responsible for coastal defense planning and exercises. In wartime, they conduct port security duties and U.S. coastal defensive operations within 200 miles offshore. The service has participated in all major national conflicts, earning 33 campaign and battle streamers since 1790.

Environmental response
 Minimizes damage from pollutants released in the coastal zone. Reduces threats to the marine environment from potential spills of oil or hazardous substances. Helps develop national and international pollution response plans and operates the National Strike Force.

Ice operations
 Promotes maritime transportation in ice-laden polar and domestic waters by providing icebreaking capability for federal and scientific organizations. Keeps domestic shipping routes and ports open year-round to meet the reasonable demands of commerce. Polar ice operations are conducted by two large icebreakers, while domestic operations are handled by a mix of icebreakers, cutters and tugs.

Maritime law enforcement
 Enforces all federal laws on, under and over the high seas and waters un-

Maritime law enforcement



A CGC Midgett crewman returns a Haitian infant safely to her homeland. PA3 Robin Ressler

der U.S. jurisdiction. Interdicts drug smugglers and illegal migrants. Enforces fisheries regulations and the Exclusive Economic Zone out to 200



Members of the Atlantic Strike Team, Fort Dix, N.J., position a Desmi 250 skimmer during cleanup operations on Sugarland Run, Herndon, Va. PAC Ron Mench

miles at sea, the U.S. continental shelf, and any other U.S. territory or possession.

Marine inspection
 Minimizes deaths, injuries, property loss and environmental damage by developing and enforcing standards and policies for the safe design, construction, maintenance and operation of commercial vessels and offshore facilities. Issues certificates of documentation for U.S.-flagged vessels engaging

in the coastwise, Great Lakes, fishing and registry trades, and endorses documents for recreational vessels. Conducts a fishing vessel safety program which includes voluntary dockside examinations.

Marine licensing
 Issues new, renewed and upgraded licenses for officers and seamen. Regulates the manning of commercial vessels to ensure all vessels are adequately manned with a minimum number of qualified crewmen to safely operate the vessel.

Marine science
 Provides weather and oceanographic services for other Coast Guard programs and federal services. Operates International Ice Patrol, which charts iceberg movement into shipping lanes. Provides daily weather reports to the National Weather Service.

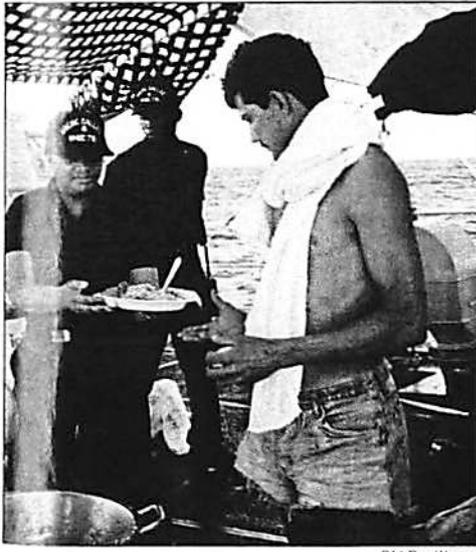
Port safety & security
 Safeguards ports, waterways, waterfront facilities, vessels and people working in them, from accidental or intentional damage, disruption, destruction or injury. Manages port safety, port security and environmental protection concerns.

Search and rescue
 Renders aid to people in distress and their property in the marine environment. Serves as maritime SAR coordinator within the National SAR Plan. Maintains SAR facilities along U.S. coasts as well as Alaska, Hawaii, Guam, Puerto Rico, the Great Lakes and internal U.S. waterways. Operates the Automated Mutual-assistance Vessel Rescue system - AMVER - and helped design the SRSAT system - satellites picking up emergency locating transmitters or emergency position-indicating radio beacons.

Waterways management
 Involves the interrelationship between three entities - ships, waterways and facilities including docks, bridges, and piers. These relationships are governed by rules and regulations covering navigation, tankers, bridges, radiotelephones and vessel traffic services. Overlaps several Coast Guard programs, as well as waterways programs of the U.S. Army Corps of Engineers.



Leadership shows the way. A chief petty officer instructs a petty officer at the helm of the CGC Sturgeon Bay on how to navigate a channel. PA1 C.T. O'Neill



A subsistence specialist aboard the CGC Dallas serves chow to a Cuban migrant during the last days of Operation Able Vigil. PA1 Don Wagner

Coast Guard: Semper Paratus at sea, on land & in the air

Nation's smallest service is 'always ready' to guard American interests at home and abroad

Smallest of the United States' five armed services, the Coast Guard is a diverse, multi-missioned organization which is "Semper Paratus," or always ready, to guard America's interests on land, at sea or in the air.

In 1994 the service melded its 37,284 active-duty and 8,000 reserve members to form Team Coast Guard. The result is a precision unit of more than 45,000 servicemembers, both officer and enlisted, working together to provide maritime law enforcement, environmental protection, maritime safety and national security to the American public.

Approximately 6,000 civilian employees, working at Coast Guard offices throughout the country, round out the service's work force.

An additional 35,659 auxiliarists — non-military volunteers — complement the military force by supporting search-and-rescue missions, teaching boating safety courses, monitoring marine radio distress frequencies to pass emergency messages, and performing Courtesy Marine Examinations — safety checks aboard pleasure boats.

There are some unique members, too. Like its Department of Defense counterpart services, the Coast Guard has its own military band. Organized in 1925, the band operates from the Coast Guard Academy, New London, Conn., maintains a rigorous concert schedule, and has performed more than 2,500 concerts in 37 states.



Auxiliarists number nearly 36,000 strong and assist in many important Coast Guard missions. LT Dave Sprunt



(Left) A Station Juneau, Alaska, crewman secures a line aboard the station's 41-foot utility boat. (Right) A CGC Padre crewman waits to assist with anchor detail. (Below) Ice ops aboard the CGC Sturgeon Bay.



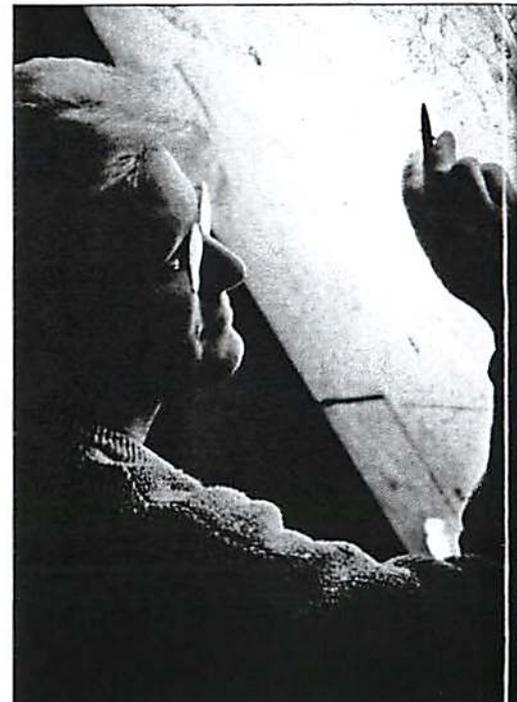
PA3 Robin Resler

Another small group of Coast Guardsmen is the Ceremonial Honor Guard, stationed in Alexandria, Va. The honor guard has three volunteer units — a 20-person precision drill team, a 20-person pa-

rade unit and a four-person color guard. Small but proud, today's Coast Guard stands ready to serve, protect and defend America.



PA1 C.T. O'Neil



PA1 Telfair Brown

Lee Christopherson, of Vessel Traffic Service Puget Sound, Wash., plots a vessel's position — part of an international cooperative traffic system governing the Straits of Juan de Fuca by both the American and Canadian VTSS.



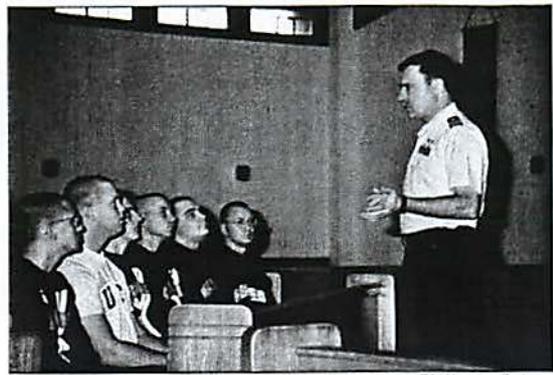
PA2 Rob Raskiewicz

Two crewmembers from the CGC Kanawha service a dayboard along a 2nd District river.



PA3 Robin Resler

(Left to right) MK2 Rich Mizikar, MK3 Doug Jawor and MK2 David Lynch, three reservists from Port Security Unit 302, break for letter writing and a lunch of MREs (meals, ready-to-eat) at a warehouse in Port Au Prince, Haiti, during Operation Uphold Democracy.



PA1 Veronica Cady

An officer mentors a recruit company undergoing basic training at Training Center Cape May, N.J. Servicemembers frequently volunteer to sponsor recruits, meeting with them several times before they graduate to answer questions and help guide them to be effective future Coast Guardsmen.

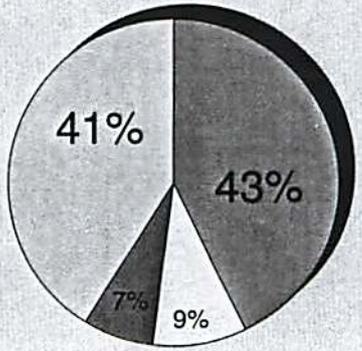


PA1 C.T. O'Neil

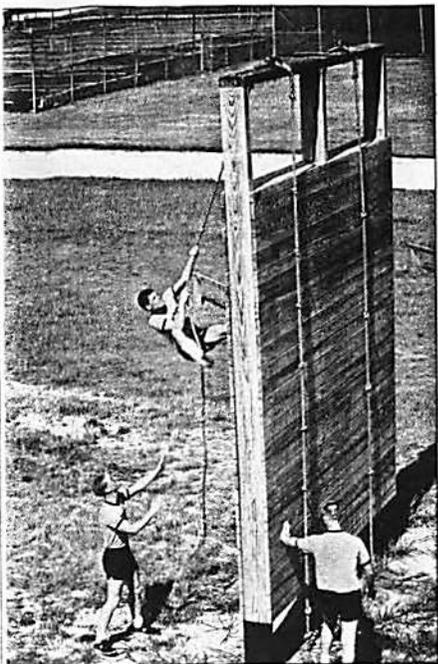
An engineering petty officer of the watch monitors gauges in the engine room of a 140-foot icebreaking tug.

Team Coast Guard

- Active Duty
37,284
- Reserve
8,000
- Civilian
6,042
- 35,659



Source: G-P, G-R



Coast Guard photo

It's up and over for recruits at the Coast Guard's boot camp, Training Center Cape May, N.J., during an obstacle-course run.

through the ranks and gained the technical experience necessary in their chosen specialties to earn a commission), Officer Candidate School, Yorktown, Va., or the Coast Guard Academy, New London, Conn.

Seventeen weeks of OCS training includes nautical science, law enforcement, seamanship, leadership and more, and is available to college graduates, enlisted servicemembers and prior-service people.

Officers also have opportunities for advanced training through post-graduate schools in various disciplines.

Auxiliaries train together with active-duty and reserve members, performing the same

missions as the regulars. Civilian employees at or above the



Courtesy G-PC-3

Deborah Chinn, of Facility Design and Construction Center Pacific, Seattle, and David Studt, of 2nd District, St. Louis, get a C-130 pilot's perspective during a civilian orientation seminar at Yorktown, Va.



Coast Guard photo

An instructor at Officer Candidate School, Yorktown, Va., (left) shows an officer candidate the proper use of a sextant.

Training the team

Starting points for the world's 'premier maritime service'

Training; it's what makes a servicemember or employee an effective part of today's Coast Guard.

The largest group of Coast Guard members — the enlisted force — trains to become seamen and firemen at Training Center Cape May, N.J. There they gain the basic skills to become effective teammates.

During their eight-week indoctrination, recruits learn deck seamanship, customs and courtesies, and how the Coast Guard accomplishes its missions every day. Most enlisted servicemembers attend service schools in one of 23 specialties after graduation from basic training.

Commissioned officers come from three sources: by selection as chief warrant officer (enlisted members who have risen



Coast Guard photo

Recruits learn firefighting at TraCen Cape May.



PAC Keith Spangler



PA1 Dave Santos

Cadets are fitted for their initial uniform issue at the Coast Guard Academy, New London, Conn.

obligated to serve five years.

The modern academy began with the School of Instruction for the Revenue Marine in 1876. Nine cadets began their training aboard the schooner *Dobbin* which operated out of Fisher Island near New Bedford, Mass.

The 106-foot barque *Chase* replaced the *Dobbin* in 1878. The *Chase* was permanently homeported in Arundel Cove, Md., in 1900, where shoreside classroom instruction was added to supplement shipboard training programs.

The *Chase* was decommissioned in 1907 after 30 years of service and was replaced by the cutter *Itasca*. In 1910, the cutter *Itasca* and the winter quarters were moved to Fort Trumble, an Army coastal defense installation located in New London.

The *Itasca* was replaced by the cutter *Hamilton* in 1914 and the academy's name was changed to the Revenue Cutter School of Instruction.

Today's academy was born with the 1915 merger of the Life Saving Service and Revenue Cutter Service. The academy was moved to its present location in New London in 1932.

The barque *Eagle* was acquired as a war reparation from Germany in 1947 and continues to serve as an important afloat training platform for cadets.

More than 5,000 applicants interested in becoming Coast Guard officers seek appointments to the academy each year. Many of those applications come from the service's enlisted ranks.

Acceptance to the academy is based on an annual nationwide competition. There are no Congressional appointments, state quotas or special categories.

Approximately 275 men and women arrive at the gates of the academy each July to begin "swab summer" — the first step of a four-year education in becoming a commissioned officer. Cadets undergo a year-round regimen that ties together education, training and adjustment to military life.

All cadets complete a core curriculum oriented toward engineering, the sciences and professional studies. The curriculum is partnered with training and experience in Coast Guard operations and leadership studies. The development program is focused on the maritime humanitarian and safety aspects of the service.



PA1 Dave Santos

A platoon commander of a summer cadre (foreground) instructs academy cadets in marching.

GS-11 grade level, and who have been with the Coast Guard less than one year, attend an initial orientation seminar which familiarizes them with service structure as well as with Coast Guard equipment. Civilians also have opportunities for career enrichment in government employment.

CG Academy

The academy annually commissions approximately 175 ensigns during graduation exercises in May. Following graduation, newly commissioned ensigns report for duty aboard cutters homeported nationwide. Graduates of the academy are



PA1 Dave Santos

Cadet review at the Academy

From shore to shore



Training Center Petaluma, Calif

Coast Guard photo

Just as the Coast Guard's missions are diverse, so are the types and locations of its units both afloat and ashore. As the service fulfills its many missions along U.S. shores and the nation's internal waterways, shore-based members are assigned to a variety of units within the continental United States and abroad.

SHORE UNIT TOTALS

Aids-to-navigation teams...65	Loran stations.....24
Bases.....15	Marine inspection offices.....3
Captains of the port.....46	Marine safety offices.....44
Communication stations.....7	Port security units.....3
Group offices.....44	Small air stations.....9
Large air stations.....16	Smallboat stations.....161
Light stations.....1	Vessel traffic services.....28

HEADQUARTERS UNITS

Academy.....	New London, Conn.
Administrative Law Judges.....	Washington
Air Station Washington.....	Arlington, Va.
Aircraft Repair & Supply Center.....	Elizabeth City, N.C.
Aviation Technical Training Center.....	Elizabeth City, N.C.
Aviation Training Center.....	Mobile, Ala.
Command, Display & Control Facility.....	Portsmouth, Va.
Electronics Engineering Center.....	Wildwood, N.J.
Finance Center.....	Chesapeake, Va.

Headquarters.....	Washington
Institute.....	Oklahoma City, Okla.
Intelligence Coordination Center.....	Washington
Marine Safety Center.....	Washington
Marine Safety Laboratories.....	Groton, Conn.
Military Personnel Command.....	Washington
National Data Buoy Center.....	Bay St. Louis, Miss.
National Motor Lifeboat School.....	Ilwaco, Wash.
National Pollution Funds Center.....	Alexandria, Va.
National Strike Force.....	Elizabeth City, N.C.
Omega Navigation Center.....	Alexandria, Va.
Operations Systems Center.....	Martinsburg, W. Va.
Pay and Personnel Center.....	Topeka, Kan.
Regional Recruiting Commands.....	Mo., Va., Wash. state
Research & Development Center.....	Groton, Conn.
Reserve Training Center.....	Yorktown, Va.
Supply Center.....	Baltimore & Curtis Bay, Md.
Telecomm. & Info. Systems Command.....	Alexandria, Va.
Training Center Cape May.....	Cape May, N.J.



Station Beach Haven, N.J.

PA3 Peley Milnes

Training Center Petaluma.....	Petaluma, Calif.	Yard.....	Curtis Bay, Md.
Training Quota Management Center.....	Chesapeake, Va.		



Station Mau, Wailuku, Hawaii

Courtesy Sta Mau



Station Skilpond, Worton, Md.

PA3 Robin Ressler



CG underway and airborne



378-foot high-endurance cutter and rigid-hull inflatable boat

PA1 Don Wagner

Part of the service's success comes from ability to keep the team mobile

The Coast Guard operates cutters, boats, rotary-wing aircraft (helicopters) and fixed-wing aircraft. All watercraft less than 65 feet in length fall under the classification of boat, including motor lifeboats, surfboats, utility boats, ports-and-waterways boats, aids-to-navigation boats and port-security boats, among others.

A cutter is any vessel 65 feet in length

or more, that can accommodate a crew for extended deployment. Cutter crews range from six to more than 180 people.

Fixed-wing aircraft operate from large and small air stations. Rotary-wing aircraft operate from air stations, flight-deck-equipped cutters and air facilities throughout the United States.

Cutters

Buoy Tenders, coastal (WLM)

Lengths:133-157 feet
Crew:1-5 officers
.....23-30 enlisted
Max. speed:9-12 knots
Max. range:2,100-4,300 mi.
Missions:Short-range ATON, ice ops., SAR
Inventory:11

Buoy Tenders, inland (WLI)

Length:65-100 feet
Crew:1 officer

8-15 enlisted
Max. speed:9-10 knots
Max. range:1,200-1,500 mi.
Missions:Short-range ATON, ice ops., SAR
Inventory:6



HH-60J Jayhawk helicopter

PA1 Toni Long Gay



HH-60A Dolphin

Coast Guard photo



Buoy tender, river

PA2 Rod Raskiewicz

Buoy Tenders, river (WLR)

Length:65-115 feet
Crew:13-22 enlisted
Max. speed:8-10 knots
Max. range:3,500-11,600 mi.
Missions:Short-range ATON, SAR
Inventory:19

Buoy Tenders, seagoing (WLB)

Length:180 feet
Crew:7 officers
.....42 enlisted
Max. speed:12-14 knots
Max. range:4,500-13,500 mi.
Missions:Short-range ATON, LE, ice ops., SAR

Inventory:26
Construction Tenders, inland (WLIC)
Length:75-160 feet
Crew:1 officer
.....13-14 enlisted
Max. speed:8-10 knots
Max. range:2,200-2,500 mi.
Missions:Short-range ATON, SAR
Inventory:16

Harbor Tugs (WYTL)

Length:65 feet
Crew:6 enlisted
Max. speed:10 knots
Max. range:850-900 mi.
Missions:Ice ops., SAR, pollu. resp.
Inventory:14

High Endurance Cutters (WHEC)

Length:378 feet



140-foot icebreaking tug

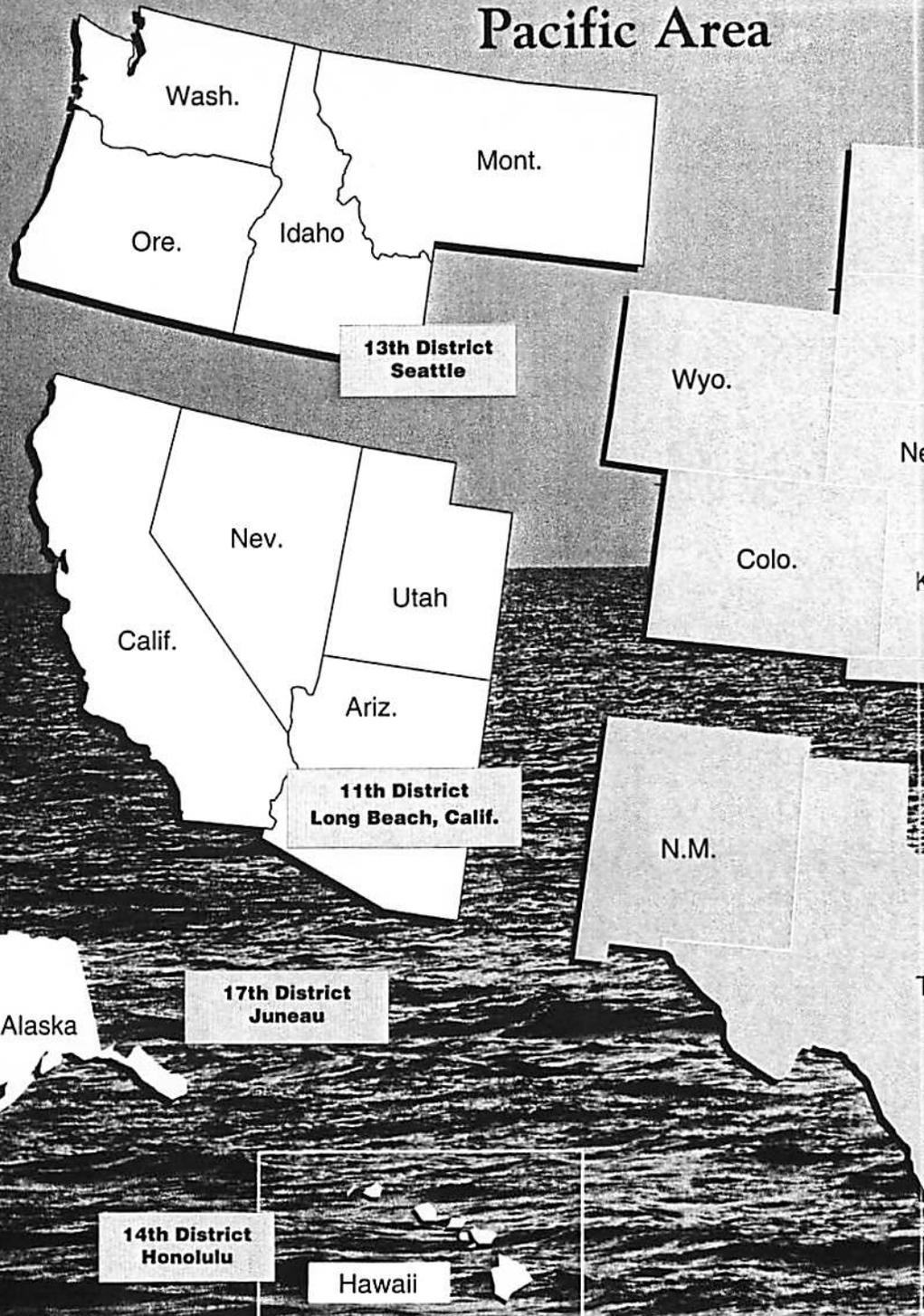
PA1 C.T. O'Neil



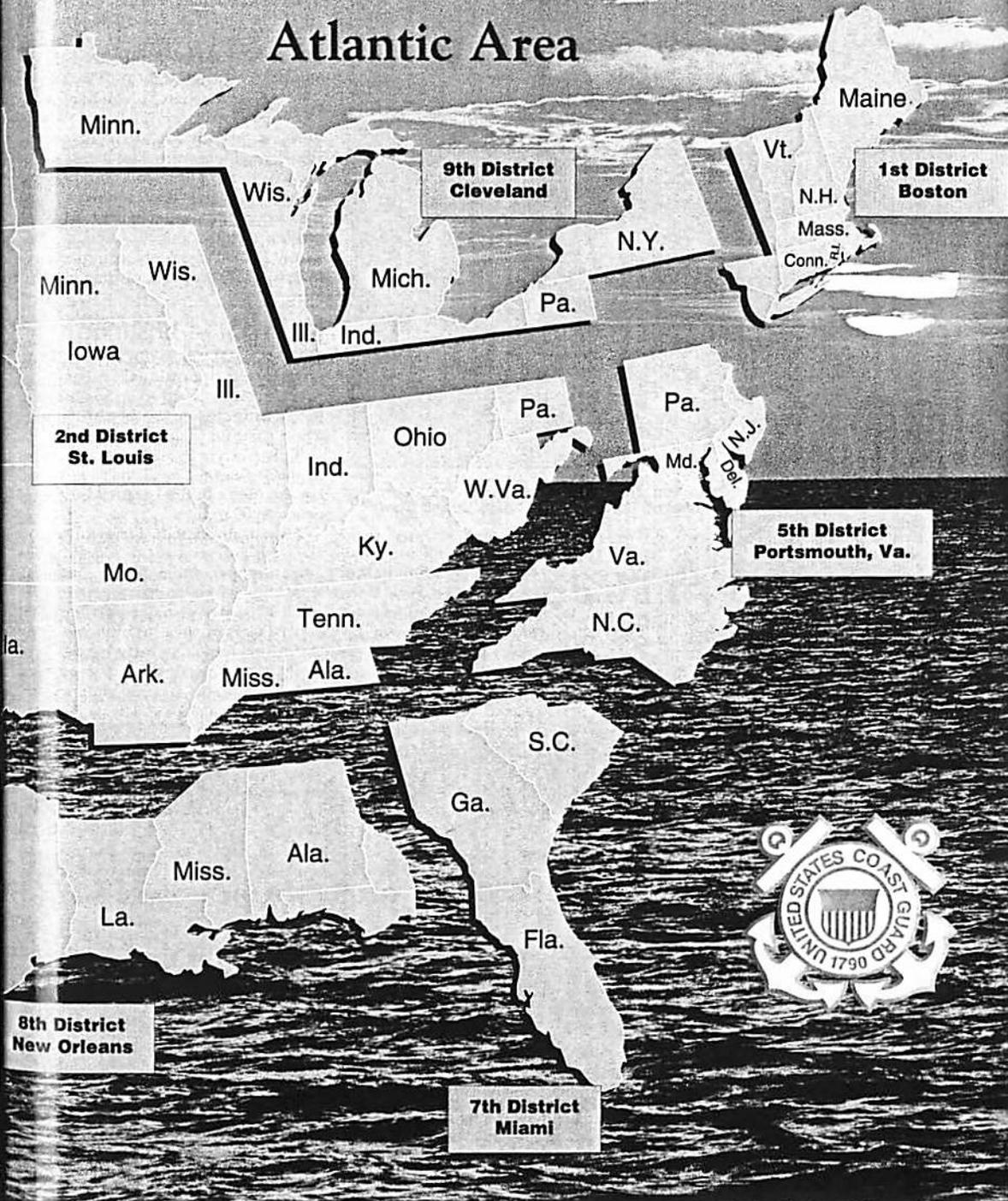
180-foot seagoing buoy tender

PAC Ron Mench

Pacific Area



Atlantic Area





The CGC Papaw, homeported in Galveston, Texas, prepares to remove an unreliable navigational aid in the main channel off Port-Au-Prince, Haiti, during Operation Uphold Democracy.

Atlantic Area

'Team LantArea' boasts a high rate of return on investments to the taxpayers it serves

"Team Coast Guard" is the philosophy that drives Atlantic Area as active-duty, reserve, civilian and auxiliary members continually join forces in response to domestic and geopolitical situations. The six districts that comprise "Team LantArea" respond to illegal migration, drug interdiction, fisheries enforcement, search and rescue, environmental protection, flood relief, and provide boater education. Approximately 50,000 LantArea members carry out these missions — missions that span 40 states, border 29 foreign countries, and contain more than 5 million square miles of ocean, inland waterways and tributaries.

Operations Able Manner, Able Vigil and Uphold Democracy were three missions that dramatically illustrated the Team LantArea concept during 1994.

LantArea also manages international exercises such as UNITAS and Tradewinds, and programs such as the International Maritime Law Enforcement Team (IMLET) and Multi-National Maritime Interception Operations in the North Red Sea and North Arabian Gulf.

The LantArea commander, a vice admiral, is supported by a staff of 160 members who are responsible for a broad range of resources including 28 medium- and high-endurance cutters, four communications stations, 21 long-range and air-interdiction aircraft, the International Ice Patrol, an air-interdiction

The CGC Thetis, a 270-foot medium-endurance cutter, and the CGC Chandeleur, a 110-foot patrol boat, are both homeported in southern Florida.

facility and six Ioran stations. The LantArea commander also commands the Maritime Defense Zone Atlantic.

Governors Island hosts the largest complex of Coast Guard facilities in the world and is homeport for the two LantArea-controlled high-endurance cutters, the CGCs Dallas and Gallatin.

In all, more than 20 commands are represented on Governors Island and in the New York City area. The island provides its residents with a small-town sanctuary from the hustle and bustle of New York City, yet gives them access to one of the most exciting cities in the world.

With all of its missions and services, Team LantArea boasts a high rate of return on investments to the taxpayers it serves.

MLCLant — ensuring operational readiness

Ensuring operational readiness of the LantArea is the responsibility of the Maintenance and Logistics Command Atlantic.

This is accomplished by a network of more than 2,200 military and civilian members, and an annual budget of nearly \$200 million.

A centralized staff, located on Governors Island, consists of logistical, engineering, personnel, health, financial, legal and civil rights staff elements.

Field units consist of technical experts working near to units requiring their services. Twenty-three field staffs are located along the eastern seaboard. These include support centers in New York City, Boston, Portsmouth, Va., Elizabeth City, N.C., and New Orleans; the Federal Design and Construction Center Atlantic in Norfolk, Va.; naval engineering support units in Boston, New York, Portsmouth, Miami, New Orleans, Cleveland and Granite City, Ill. Civil engineering units are located in New York, Miami, Cleveland and Providence, R.I.



PA1 Don Wagner

Pacific Area

Command works 74 million square miles keeping waters free of drug smugglers, illegal migrants and lawbreaking fishing vessels

Coordination of law-enforcement operations is the primary mission of the Pacific Area command, with an area of responsibility encompassing 74 million square miles. Ten high-endurance cutters provide the backbone of this effort with patrols to Alaska, the Western Pacific and Central America. Drug interdiction, fisheries enforcement and illegal-migrant interdiction are the major maritime law-enforcement missions. In addition to the high-endurance cutters, PacArea also commands seven medium-endurance cutters and two polar icebreakers.

In the Pacific Ocean in April 1994, Operation Hourglass, off Mexico, resulted in the interception of a vessel with a cargo of 121 illegal Chinese migrants by the CGCs Hamilton and Active. The CGC Sherman towed the vessel to Guatemala where diplomatic talks were coordinated aboard the Sherman to repatriate the migrants to mainland China in early May.

Alaska leads the nation in the amount of fish landed. More than 3 million tons of salmon, halibut, crab and ground fish were caught there

in 1994. Ground fish, crab and salmon are also caught in the Washington, Oregon and California region. Fishermen target tuna, swordfish and marlin around Hawaii. Area cutters are the primary protectors of U.S. fisheries interests in our Exclusive Economic Zones around these regions.

Two polar icebreakers support international oceanographical efforts.

The CGC Polar Sea was the first U.S. surface ship to reach the North Pole, Aug. 22, crossing from the Pacific to Atlantic Ocean with the Canadian icebreaker CCGS Louis S. St. Laurent, and circumnavigating North America.

It was the most complex polar science mission undertaken by the two countries to date.

In the Caribbean Sea, the CGC Hamilton directed the rescue of thousands of Haitian and Cuban migrants in June and July during Operations Able Manner and Able Vigil. The CGC Chase led U.S. forces into Port-Au-Prince, Haiti, as Operation Uphold Democracy was set in motion in September. The CGC Midgett repatriated



PA1 Randy Midgett

MK3 Scott Akau, a CGC Rush boarding team member, checks visual distress signals in support of the Commercial Fishing Vessel Safety Act.

ed thousands of Haitians as democracy was restored. PacArea high-endurance cutters rescued more than 62,000 migrants, acting as primary command and control centers during the Coast Guard's largest peacetime operation since the Mariel Boatlift operations in the early 1980s.

The area command itself is located on Coast Guard Island in San Francisco Bay. The area commander, a vice admiral, is also commander of Maritime Defense Zone Pacific.

Operations, logistics and intelligence functions are performed from the command offices which also support a network of long-range aid-to-navigation stations in the Pacific.

MLCPac — continuing to make a difference

Maintenance and Logistics Command Pacific provides a myriad of support for all Pacific Area units including the Polar-class icebreakers whether they are at the North Pole or the Antarctic. This past year has seen many accomplishments by the staff and outlying units. These include the:

- ↓ Health and Safety Division — Administered care for more than 40,000 members.
- ↓ Naval Engineering Division — Oversaw \$27 million in commercial availabilities which were performed on time and within budget.
- ↓ Civil Engineering Division — Completed a \$2.5 million air facility and had 86 new family housing units constructed.
- ↓ Legal Division — Implemented new legislation to revoke documentation of vessels having overdue civil penalty collections.
- ↓ Finance Division — Oversaw implementation of Spend Plans and Zero-Based Budgeting in PacArea.

MLCPac continues to support PacArea readiness by ensuring that Coast Guard vessels and shore activities are fully capable of meeting their assigned missions in 1995.



Courtesy Polar Sea

The CGC Polar Sea, one of two Polar-class icebreakers homeported in the Pacific Area, breaks ice near the North Pole. In September, 1994, the cutter became the first U.S. surface ship to reach 90 degrees North latitude while achieving many navigational and scientific firsts.



PA2 Harry Craft III

The CGC Redwood, homeported in New London, Conn., operates the Vessel of Opportunity Skimming System during an oil-containment drill in Narragansett Bay, R.I. (Below) A 1st District HH-60J helicopter prepares for drills.

1st District



Courtesy 1st Dist. Public Affairs Office

Commercial fishing boat inspections, icebreaking, search and rescue are 'ops normal' for northeast CG district

“All the Coast Guard!” The men and women who serve in the 1st District, one of the service's major commands, have been here answering every call whenever there was trouble on or near the water for more than two centuries. From Tom's River, N. J., north to the Canadian border, distressed mariners call 1st District units. The district includes eight groups, two air stations and three marine safety offices along nearly 2,000 miles of coastline.

The district handles a broad range of tasks. On any day the almost 13,000 active-duty, reserve and auxiliary members work hard at dozens of jobs including safety inspectors aboard freighters, aircrews flying injured patients to shore, or boarding officers measuring the catch of a commercial fishing boat. In winter, district tug-

boats break ice in the northeast's harbors and rivers to help keep shipping channels flowing freely.

These jobs require coordination and careful planning. Staff offices in Boston oversee the operations of more than 30 cutters, more than a dozen aircraft and nearly 200 smallboats to ensure the safety of the more than 1 million recreational boats and commercial vessels that sail northeast waters.

One of the service's busiest stations — Sta Eaton's Neck, N.Y.

The district logs more than 10,000 search-and-rescue cases each year. Additionally, Station Eaton's Neck, Northport, N.Y., near Long Island, N.Y., is one of the service's busiest smallboat stations.

The district also maintains more



Courtesy 1st Dist. Public Affairs Office

A 1st District Coast Guardsman shovels snow off of a Coast Guard cutter after a harsh northeast winter storm.

than 9,000 buoys, various lighthouses, and other navigational aids along the coast. The nation's oldest lighthouse site, Boston Light, is the only lighthouse in the country still staffed by Coast Guard members.

The three marine safety offices here respond to more than 1,500 oil or chemical spills each year and are constantly striving toward preventing such occurrences.

The people of the 1st District are dealing with many challenging issues. Among them are fishing vessel safety, oil pollution and prevention, and protecting the resources of the Stellwagen Bank National Marine Sanctuary.

A fisherman observes a 1st District boarding officer filling out a boarding report during an inspection of his boat.



Courtesy 1st Dist. Public Affairs Office

2nd District

Members make travel on 6,500 miles of western rivers safe, predictable, ensuring a smooth transportation system



PA2 Rob Raskiewicz

The CGC Sumac travels the Upper Mississippi during an aids-to-navigation run.

in a river poses special problems for response teams. Depending on river stages, a spill can move downstream faster than 10 mph, damaging fragile shore-

In "Life on the Mississippi" Mark Twain wrote, "The abundant beacons, the banishment of snags, plenty of daylight in the box and ready to be turned on whenever needed, and a chart and compass to fight the fog with, piloting, at a good stage of water, is now nearly as safe and simple as driving a stage, and is hardly more than three times more romantic."

The 2nd District, largest of the districts in terms of sheer land mass, works hard each year to ensure that its more than 6,500 miles of navigable waterways remain the way Twain described: safe and as simple to navigate as possible. From Wyoming to West Virginia, Minnesota to Louisiana, the district covers all or part of 22 states.

The district is responsible for the Mississippi, Missouri, Ohio, Illinois, Tennessee, Cumberland, Arkansas and White Rivers and their tributaries. Also, the two largest inland ports, Pittsburgh and St. Louis, are located within the district.

Our work force includes 810 active-duty members, 86 civilian employees, 762 reservists and 3,683 members of the all-volunteer auxiliary.

700 million tons of cargo = 'turning to' year-round

Aids to navigation and pollution response are the district's primary missions. More than 700 million tons of cargo are transported on the western rivers annually. One 15-barge tow moving cargo on a river is equivalent to 34.5 miles of tractor-trailers moving on interstate highways (with a safety margin of 15 feet between rigs). The district's 19 buoy tenders maintain more than 14,000 navigational aids, which help towboats pass safely through the rivers' many twists, bends and hazards.

Marine environmental protection is carried out under the watchful eyes of Coast Guard members assigned to the six marine safety offices and five marine safety detachments that are strategically located throughout the district. A spill



PA2 Rob Raskiewicz

The 2nd District frequently responds to flooding in Alton, Ill. The district's disaster-response teams provide the backbone of relief efforts for many small communities along the rivers.



PA2 Rob Raskiewicz

BM1 Keith Downing, of the CGC Kanawha, services a day board positioned along the Arkansas River. District members service thousands of day boards along 6,500 miles of navigable waterways.



PA3 Robin Ressler

(Above) A 5th District smallboat crew inspects a fisherman's catch of the day. (Right) Ocracoke Lighthouse, N.C., is one of 7,000 navigation aids maintained by district aids-to-navigation teams. (Below) The CGC *Monhogan Bay* breaks ice.



PA3 Eric Eggen

5th District

Coast Guard technology, human resources, history bring maritime community into 21st century



PAC Tom Gillespie

the Chesapeake Bay, along with the Delaware Bay and all their tributaries. A large percentage of America's cargo entering the East Coast enters through 5th District ports. In 1993, nearly \$20 billion worth of commerce was safely exported from these ports.

In 1993, district members handled more than 10,500 search-and-rescue cases, saved hundreds of lives and protected nearly \$300 million in property. Also in 1993, district small-

Combining history, technology and human resources, the 5th District is one of the front-runners leading the maritime community into the 21st century.

Extending from central Pennsylvania and southern New Jersey to North Carolina's lower border, the district includes 156,000 square miles of open ocean, bays, rivers, wetlands and tidal marshes.

The district's maritime safety mission is a national tradition. It is one of the smallest, yet busiest districts, protecting the world's largest natural harbor —

boat stations were the first in the nation to receive the new 47-foot motor life-boats. District people continue to receive and test these new boats which will take the Coast Guard's SAR mission into the 21st century.

Members prevent harm to boaters, resources

The district's waters are considered by many to be one of America's most valuable natural resources. District people work daily to prevent harm to these resources, while at the same time strive to protect the public from injury on these often unforgiving waters.

With one of the nation's largest recreational boating communities within its boundaries, the district's boating safety mission has included research and development of safer boating practices and equipment, and coordination and enforcement of industrial and boating safety standards. Aiding the district in this mission are nearly 7,000 Coast Guard Auxiliarists.

Within the district are seven groups, five marine safety offices, 38 cutters, six helicopters, four C-130 aircraft, 10 aids-to-navigation teams, two air stations and one loran station.

The district's 7,000 aids to navigation help ensure safe passage through some of America's most dangerous coastlines, particularly the treacherous waters of Cape Hatteras, Diamond Shoals, and the area off the North Carolina coast known as the *Graveyard of the Atlantic*.

7th District

Operations Able Manner, Vigil become full-time missions while members keep pace with their normally busy routine

The lifesaving efforts of the Coast Guard men and women operating in the 7th District captured worldwide attention during the summer of 1994. More than 58,000 people were assisted during the two largest Coast Guard search-and-rescue operations since World War II.

The cutters assigned to Operation Able Manner rescued more than 23,000 people from overcrowded, unseaworthy sailboats off the coast of Haiti between May and July. During the two weeks beginning June 25, Able Manner cutters worked an average of 31 SAR cases, rescuing more than 1,200 people each day. A daily SAR record was set when 3,247 Haitians were rescued from 70 leaky sailboats July 4.

This record was eclipsed when 3,253 Cubans were rescued from 361 makeshift rafts in the Florida Straits Aug. 23. More than 35,000 Cubans were rescued by cutters assigned to the 7th District during the summer of 1994. By mid-August more than 30 major cutters and patrol boats, two dozen smallboats and a dozen Coast Guard aircraft were patrolling the water between Cuba and the Florida Keys as part of Operation Able Vigil.

While these two operations generat-

ed international interest, 7th District units kept pace with their normally busy routine. Almost 10,000 SAR cases were completed in the 1.8 million square miles of water off South Carolina, Georgia, Florida and the Caribbean. The district's 20 smallboat stations and four air stations handled the bulk of these cases saving nearly 1,000 lives.

District strives to protect sensitive ecosystem

People from all six of the district's marine safety offices helped when more than 600,000 gallons of oil escaped from the barge *Morris J. Berman* after it grounded off Puerto Rico in January 1994. These same people also were responsible for inspecting the world's largest cruise ship fleet and protecting some of the most sensitive marine ecosystems in the United States.

The crews of the three buoy tenders, five construction tenders and nine aids-to-navigation teams work hard to main-



PA1 Gene Maestas

The CGC *Monhogan* steams fully loaded with Cuban migrants.



PA1 Alastair Worden

The 82-foot patrol boat CGC *Point Barnes* lies alongside a Haitian freighter with 411 people packed aboard. The Haitians were later taken safely aboard the 270-foot CGC *Mohawk* for transport to Guantanamo, Cuba.

tain and monitor more than 6,300 federal aids, 4,400 private aids and 400 bridges located in the district.

Station Fort Myers Beach, Fla., was recently recognized as the National Marine Fisheries Service's Cooperative Unit of the Year. More than a third of the 8,000 vessels boarded annually in the district are fishing boats. The newly established Regional Fisheries Training Center in Charleston, S.C., emphasized the continuing growth of the fisheries enforcement program in the district.

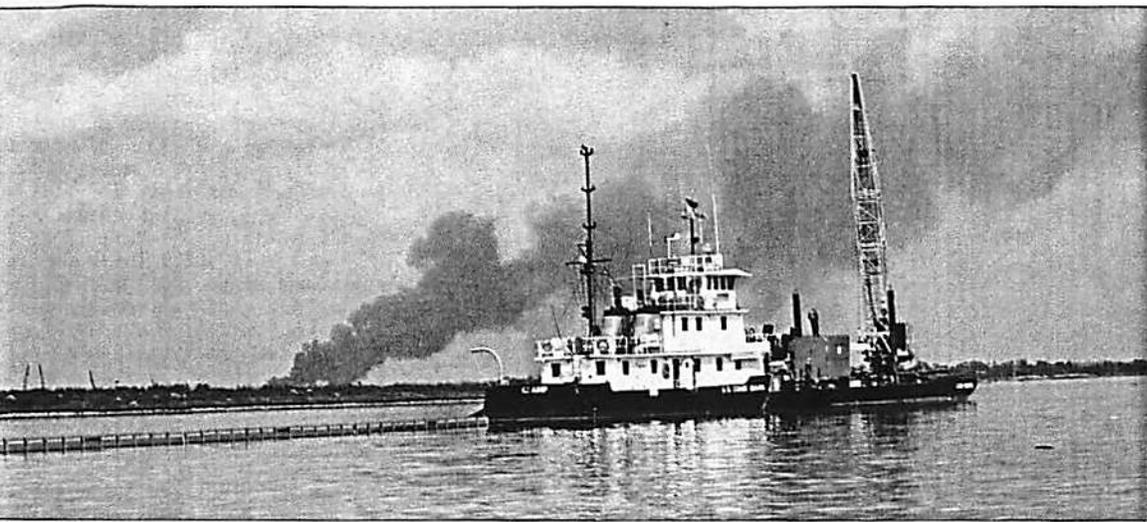
The 7th District also directed more than 90 percent of the Coast Guard's drug interdictions in 1994. Close coordination between the U.S. Customs Service, the Drug Enforcement Administration and 7th District law enforcement members netted more than 30 tons of contraband last year.

Bordering 26 foreign countries and stretching from South Carolina to South America, the men and women of the district perform some of the most exciting and rewarding work in the Coast Guard.



PA1 Alastair Worden

An HH-65 helicopter flies above the grounded barge *Morris J. Berman* as oil from the barge washes toward Puerto Rico. Coast Guard members from the 7th District responded when more than 600,000 gallons of oil escaped the barge after it grounded.



PA3 Brandon Brewer

The CGC Clomp, homeported in Galveston, Texas, lays out oil boom in the San Jacinto River as a gasoline pipeline burns in the background. The pipe burst after days of torrential rain and floods ravaged the Texas area.

8th District

'Guardians of the Gulf' keep five of top seven American fishing ports clean, green, operating smoothly



PA1 Adam Wine

A member of the Gulf Strike Team secures a bundle of oil-containment boom after it was used in an oil-recovery exercise.

The district consists of four groups, three air stations, two bases, seven marine safety offices and three marine

safety detachments. Fourteen smallboat stations, 17 aids-to-navigation teams, two vessel traffic services, two reserve groups and 22 reserve units are based in the district. The district is also the homeport for 13 patrol boats and 12 buoy tenders.

Based within the district area, but outside the district's operational control, are the Gulf Strike Team, Aviation Training Center, Fire and Safety Test Detachment, National Data Buoy Center, two medium endurance cutters, one support center, one communications station and four loran stations.

Each year, the 8th District responds to more than 5,050 search-and-rescue cases, saves more than 400 lives and prevents the destruction of an estimated \$24.4 million in property. In 1993, district units intercepted \$21 million in illegal drugs.

Pollution incidents responded to: 6,000

Known as the marine safety district of the Coast Guard, district members respond to nearly 6,000 pollution incidents annually. In fiscal year 1994, the district was involved in 122 federal spills.

Five of the top seven fishing ports in America are also located within the district. These ports account for nearly

\$230 million in fish caught each year. Guardians of the Gulf maintain and regulate 36,200 aids to navigation — leading every other district in the number of federal and private aids.



PA3 Brandon Brewer

SNBM Harley Pinnix (left), of Tactical Law Enforcement Team Gulf, and BM2 John Hurst, of the CGC Point Monroe, inspect a shrimper's Turtle Excluder Device during a boarding on the Mississippi River.

9th District

Port security, boating safety, icebreaking continually challenge Great Lakes CG



PAC Carolyn Chelka

The CGCs Katmal Bay (left) and Biscayne Bay work ice in the Great Lakes.

The Great Lakes basin covers 295,000 square miles of land and water, including nearly 6,700 miles of American shoreline.

Portions of eight U.S. states are part of this shoreline. Twenty-six million American citizens rely on the lakes for their recreation and their livelihoods. Economically, it is one of the most important areas in North America.

There are more than 2,200 active-duty members, 90 civilians, 1,250 reservists and 4,500 auxiliaries serving the needs of the public in the 9th District. The district facilities include 92 units in all, of which 46 are stations (with 188 small-boats) dotting the shoreline from Alexandria Bay, N.Y., to Duluth, Minn. There are also two air stations, one air detachment, 10 cutters and two loran stations. These units are tasked with traditional Coast Guard missions such as boat-

ing safety, military readiness, search and rescue, aids to navigation, icebreaking, law enforcement, environmental protection and port security.

While the boating season on the lakes has traditionally been thought to be short because of the harsh winters, SAR units, aided by both reservists and auxiliaries, handle close to 7,200 cases annually. Five stations are ranked among the Coast Guard's 10 busiest and are credited with saving more than 500 lives in 1994.

To educate and assist the district's rapidly growing boating population, the auxiliary is relied upon very heavily. With more than one-third of the recreational boats in America, the auxiliary provides a valuable contribution to the success of the Coast Guard's SAR and boating-safety missions.

To facilitate commerce on the Great Lakes during the winter months, the 9th District employs five 140-foot icebreaking tugs, the 290-foot icebreaker

Mackinaw, and three 180-foot icebreaking buoy tenders. During an average winter season, the cutters clear the way for approximately \$62 million worth of commercial cargo. During the winter of '93, when all five Great Lakes were frozen over for the first time since the 1970s, they kept commerce flowing with an estimated cargo value of \$124 million.

Currently, the next generation of Coast Guard buoy tenders are being built in Marinette, Wis. Two classes, the 225-foot Juniper class and the 175-foot Ida Lewis class, will replace the Coast Guard's aging fleet of World War II vintage vessels. They will be state-of-the-art cutters complete with the latest technology.

The district maintains more than 1,750 buoys and 830 navigational lights and fixed aids throughout the lakes. There are also eight marine safety offices, nine captains of the port and one marine inspection office. Additionally, the district has three combat-trained port-security units which can be deployed to any location in the world. Such was the case during the Persian Gulf War and, most recently, the Haitian operation "Uphold Democracy."

The Great Lakes provide a wide range of operational and logistical challenges — challenges consistently met by 9th District units.



PAC Dennis Schaefer

Members of Port Security Units 301 and 302 exchange blows before going to Haiti for Operation Uphold Democracy.



LT Dave Sprunt

Raymond O'Malley, the remaining survivor of the CGC Escanaba which was torpedoed during World War II, salutes his fallen shipmates during a celebration in Grand Haven, Mich., otherwise known as Coast Guard City U.S.A.



Station Bodega Bay, Calif.'s, 30-foot motor surfboat patrols a security zone in San Francisco Bay during a regatta. CW03 Lance Jones

11th District

Improved technology helps members carry out missions derived from the days of the California Gold Rush

As the 21st Century approaches, technological improvements and better education are making the 11th District a shining example of the Coast Guard's motto: *Semper Paratus*. While technology is continuing to make each person's job easier and safer, the district's missions are still derived from the days of the California Gold Rush.

In 1849, the *RC Lawrence* was assigned to act as police, judge, customs agent and whatever else was needed to provide a steadying influence. The ability to perform many missions continues today as district members provide important maritime services for the citizens of California, Arizona, Utah and Nevada.

This multi-mission status was put to the test on the morning of Jan. 17, 1994. A 6.6 magnitude earthquake struck the northwestern section of Los Angeles, snapping water lines and knocking out electricity to a large portion of the city for up to a week in some locations. Coast Guard units and members were

largely unhurt and many rushed to respond to quake victims' needs.

Within the district's 4.8 million square miles, 5,842 search-and-rescue cases were successfully performed, resulting in 527 persons saved, 12,451

more assisted, and more than \$16 million worth of property saved.

Aids-to-navigation maintenance is performed by the CGCs *Conifer* and *Buttwood*, in conjunction with four ATON teams. Overall, the district services 1,850 federal and 1,630 private navigational aids ranging from large National Oceanic and Atmospheric Administration buoys to century-old lighthouses.

Reserve continues to adjust to integration

The district's Reserve program, now 1,029 strong, continues to adjust to the complete integration into unit commands. The goal is to make the active/reserve bond more cohesive and remove any remaining signs of the traditional separation between the two.

While consistently putting out the word on boating safety, the district's 4,000 auxiliaries have become more integrated into the Coast Guard family through the year-and-a-half-old Auxiliary Augmentation Program. The program is being used aboard the CGC



PA2 Shelly Freier



CW03 John Hollis

(Top) Crewmen from Aids to Navigation Team Humboldt Bay, Calif., troubleshoot a channel marker. (Above) The CGC Point Camden patrols the waters just outside Santa Barbara Harbor, Calif.

Point Divide where auxiliaries have qualified as crewmembers and one has even qualified as in-port officer of the deck. The program is also being initiated at several other district units and has received national coverage.

In keeping with the Coast Guard's missions, the district in 1994 interdicted 123 Chinese migrants, cleaned up three large oil spills, assisted the Drug Enforcement Administration and local authorities in seizing more than \$51 million in marijuana (the largest seizure in Santa Barbara County history), and performed the Coast Guard's largest two-day oil spill preparatory exercise in Santa Monica Bay involving more than 500 personnel and 60 agencies.

The Point Bonita Lighthouse was restored by Aids to Navigation Team San Francisco in November 1993.



PA2 Gary Openshaw

13th District

Abundance of natural resources means protecting the Pacific Northwest around the clock

Stretching from Station Chetco River on the southernmost Oregon coast, up the awe-inspiring Columbia River, across Washington and Idaho to Loran Station Havre, Mont., the 13th District is ocean, rain forest, volcanic mountain chain, farmland and desert all rolled into one: a virtual mosaic of nature.

Long known for its pristine environment and abundant natural resources, the Pacific Northwest has become an economic hub. The corresponding heavy use of district waters for industry, travel and recreation poses ever-increasing challenges for the Coast Guard in protecting lives, property, the environment and its resources.

This area has always challenged mariners with its isolated, storm-battered coastline and treacherous harbor entrances. From seasoned fishermen to unwary vacationers, thousands of people annually learn hard lessons due to suddenly changing tides and weather. Members of the district's 13 small-boat stations, three air stations, one air

facility, five patrol boats and four buoy tenders regularly go into harm's way to assist mariners and others in distress. In fiscal 1993, 248 people were saved and another 11,322 were assisted.

District units maintain 1,930 aids to navigation. And in Puget Sound, Wash., the vessel traffic service there guides more than a quarter million vessels' movements through foul weather and heavy traffic annually. The VTS — which partners with Canadian services in a cooperative VTS — is the only Coast Guard VTS that functions internationally.

Fishery regulations enforced

District and Pacific Area cutters and aircraft patrol adjacent waters enforcing the many complex fishery regulations among the domestic and foreign fishing fleets. Annually, crews board more than 4,000 vessels to enforce fishing, drug, boating safety and other federal regulations. Three medium-endurance and two high-endurance Pacific Area cutters, as well as the Coast



PA1 Telfair Brown

A 13th District 41-foot utility boat and HH-65A helicopter conduct hoist drills.

Guard's two Polar-class icebreakers, are homeported in the 13th District.

Marine safety offices in Seattle and Portland perform marine safety and environmental protection missions in Puget Sound, on the Columbia River and along the coast. They also run an aggressive commercial fishing vessel safety program which is quickly improving the safety record of the local and Alaska fishing fleets which hail from Northwest ports.

The district's missions are performed by 3,000 active-duty members and 170 civilian employees, along with more than 700 reservists who are now almost fully integrated into the active command structure. The 1,900 members of the auxiliary who volunteer their time and resources, form the backbone of an effective boating safety program.

Each district member is a professional, dedicated to protecting the Pacific Northwest.



PA1 Telfair Brown

A boarding team from the CGC *Acushnet*, homeported in Eureka, Calif., prepares to conduct a boarding of a fishing vessel in 13th District waters. The cutter regularly patrols the Washington, Oregon and California coastlines.



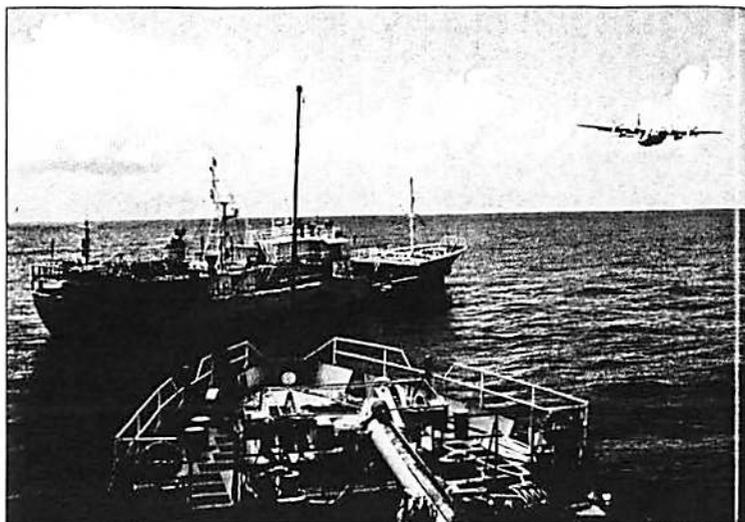
PA3 Dave Engler

The Umpqua River Light has stood guard over the river's entrance since 1861. The current structure has been operational since 1894, warning mariners to the dangers of the rugged Oregon coastline.



PAC Ed Moreth

Diamond Head Lighthouse, Hawaii, marks the home of the 14th District commander.



QMG R.N. Chaney

An Air Station Barbers Point, Hawaii, C-130 aircraft flies over a foreign fishing vessel as the CGC Mallow moves in to board the vessel, found to be fishing illegally.

14th District

Coast Guard in paradise

Living in paradise is routine for members of the 14th District, yet its missions are diverse and seldom routine.

The Coast Guard's presence in Hawaii began Sept. 4, 1849, when the *RC Lawrence* was towed by native Hawaiians into Honolulu Harbor.

While in Honolulu, the cutter was cleaned and overhauled for the last leg of its voyage to California. The vessel's log noted that 17 Hawaiian islanders accompanied the ship as additional crewmembers. Since then, cutters routinely stopped in Hawaii to patrol nearby waters.

The 14th District officially began in 1939 under the command of CDR George T. Finley, the first of 26 district commanders. Geographically, the district is the largest command in the Coast Guard. It is comprised of nearly 18 million square miles of land and sea from the Central Pacific to the Indian Ocean. Coast Guard forces here started with 250 people, but today more than 1,200 active-duty Coast Guard men and women, along with 153 reservists, 85 civilians and some 650 auxiliaries serve in the district.

The district carries out a myriad of missions from its traditional "bread and butter" role of search and rescue to environmental protection. In fiscal 1994, the district Joint Rescue Coordination Center in Honolulu responded to 522 calls for assistance that resulted in saving 494 lives and more than \$50 million worth of vessels and cargo.

Fisheries Conservation and Management Act heavily enforced

District and Pacific Area cutters and aircraft routinely patrol the Pacific Ocean to enforce the Fisheries Conservation and Management Act, which establishes a controlled fishing area within 200 miles of U.S. shores including Guam, Northern Mariana Islands, American Samoa and other U.S. Pacific territories. The *CGC Mallow* seized

the South Korean fishing vessel *Haeng Bok No. 309* and its 300-ton catch of marlin and tuna in August for illegally operating within the U.S. Exclusive Economic Zone. The case resulted in a \$1.8 million fine and the loss of its catch, valued at \$2.3 million.

Marine safety is a continuing district concern. Merchant vessels and port facilities are inspected and vessel operators are licensed by Marine Safety Office Honolulu. The Coast Guard also is the leading federal agency charged with the responsibility for prevention of pollution of our waters by oil.

With the implementation of the Global Positioning System, the Coast Guard's eight loran stations in the Pacific were either closed or turned over to the Japanese government in 1993.

Three buoy tenders and Aids To Navigation Team Honolulu maintain more than 500 navigational aids district wide, including seven lighthouses.

There are 10 cutters homeported throughout the district, with the bulk of them based at Sand Island, Honolulu. The district's only air station, Air Station Barbers Point, has three HH-65A helicopters and three C-130 aircraft.



PA2 Scott Epperson

A Station Honolulu 41-foot utility boat gets underway.

17th District

42 'Last Frontier' units work fisheries LE, SAR, waterways conservation

More than 2,000 Coast Guard people perform a wide variety of missions in the 17th District.

In a state that spans the distance normally covered by four time zones — with a coastline larger than that of the East Coast — it is easy to see the importance of the 42 Coast Guard units stationed in Alaska.

About 1,655 active-duty members serve in Alaska. Helping with the missions are 396 auxiliaries, 52 reservists and about 150 civilians.

the loss of property worth \$5,731,000.

Along with SAR, fisheries law enforcement is also an important mission in Alaska. Also in fiscal 1993, units working in the waters of Alaska conducted more than 1,400 boardings.

SAR is primary mission in 49th state

Because Alaska is a maritime state, the primary mission for the district is search and rescue. During fiscal 1993, the Coast Guard here saved 200 lives, assisted 1,956 people and prevented

There are 14 floating units stationed in Alaska: six 180-foot buoy tenders; five 110-foot patrol boats; two medium-endurance cutters; and one 65-foot buoy tender. One group office and two smallboat stations with 41-foot utility boats round out the district's floating assets. Augmenting the district's law enforcement efforts are several medium- and high-endurance cutters



PA1 Randy Midgett

A 17th District smallboat crew begins unloading procedures after smallboat drills.

that routinely patrol Alaskan waters from other West Coast districts.

Six C-130 aircraft and 11 helicopters based out of Air Stations Kodiak and Sitka provide additional platforms for law enforcement, marine environmental protection and SAR missions.

Alaska's waterways are its life lines, making environmental protection and marine safety a major concern. These various safety offices and their five detachments, along with Vessel Traffic Service Valdez, meet these concerns.

Seven buoy tenders and an aids-to-navigation team maintain more than 1,255 navigational aids. Three of the district's five loran stations are among the Coast Guard's last isolated units. These aids, like the men and women of the 17th District, stand by ready to serve the people of the "Last Frontier."



Courtesy 17th Dist. Public Affairs Office

An HH-60J helicopter from Air Station Kodiak, Alaska, transports oil-spill equipment.



Courtesy 17th Dist. Public Affairs Office

The *CGC Elderberry*, homeported in Petersburg, Alaska, maintains a buoy in Juneau, Alaska's, Gastineau Channel.

★ AN AVERAGE COAST GUARD DAY ★

Board 90 large vessels for port safety checks • Process 120 seaman's documents

Seize 209 pounds of marijuana and 170 pounds of cocaine worth \$9.2 million

Conduct 191 SAR cases • Respond to 34 oil or hazardous chemical spills

Conduct 120 law enforcement boardings, identifying 65 violations

Investigate 17 marine accidents • Inspect 64 commercial vessels

Save 14 lives • Assist 328 people • Save \$2,490,000 in property

Service 150 aids to navigation • Interdict 176 illegal migrants

Source: G-M, G-NRS-1, G-O
Figures as of August 1990

