

Coast Guard

Shield of Freedom



September
2005



NEW FACE IN HEALTH CARE

Auxiliarists help fill Service's medical needs

Heroes

The world's best Coast Guard

BM1 JOHN CULLEN, USCG



John Cullen as a Seaman 2nd Class was awarded the Legion of Merit for discovering and reporting the first landing of German saboteurs on the United States' coast June 13, 1942.

Cullen was the first American who actually came in contact with the enemy on the shores of the United States during World War II.

Filled with patriotism and devotion to duty, Cullen handled his precarious situation like a true strategist and gave authorities the lead to capture the spy ring.

His timely report alerted authorities to the presence of Nazi saboteurs on U.S. soil and was instrumental in leading to their capture of the entire eight-man sabotage team within two weeks.

Ultimately Cullen's actions resulted in the foiling of Operation Pastorious, the code-name for the German operation, before the German operatives could carry out their mission.

Story and photo courtesy of the CG Historian



Coast Guard

U.S. Department of Homeland Security



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2005

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Coast Guard magazine on the Web.
www.uscg.mil/magazine

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Dr. Richard Lavy, Coast Guard Auxiliary, examines HSC Daniel Gambino at the Coast Guard Headquarters medical clinic.

Photo by PA1 Barry Lane, G-IPA-1

UP FRONT
ON PATROL

Members of the Coast Guard's Maritime Safety and Security Team 91105 on patrol near a tall ship in the San Francisco Bay, during the Sail San Francisco 2005 maritime festival.

PHOTO BY PA1 ALAN HARAF, 11TH DIST.

UP FRONT



UP FRONT

DAMAGE REPORT

A Coast Guard HH-65 Dolphin helicopter from Air Station New Orleans conducts a Hurricane Dennis damage-assessment overflight near Destin, Fla., July 12.

PHOTO BY PAC VERONICA BANDROWSKY, 8TH DIST.

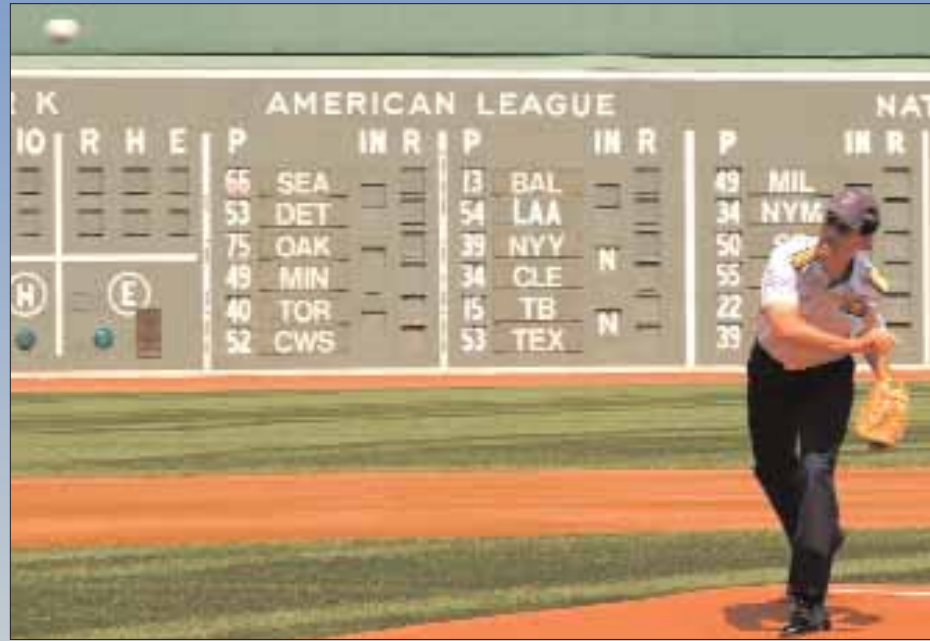


Admiral's Pitch

BOSTON, August 4

In honor of Coast Guard Day, First District Commander, Rear Adm. David Pekoske throws out the first pitch at the Boston Red Sox game at Fenway park. A Coast Guard honor guard was also in attendance to present the nation's and Service's colors.

Photo by PA3 Luke Pinneo, 1st Dist.



VOYAGE TERMINATED

PORTSMOUTH, N.H. Aug. 8 — The CGC Jefferson Island terminated the voyage of a 23-foot Bayliner fishing vessel 14 miles east of Portsmouth for several safety violations today.

Crewmembers aboard the CGC Jefferson Island, a 110-foot patrol boat homeported in South Portland, Maine, boarded the vessel and discovered that it lacked a life raft and emergency position indicating radio beacon. It also had an expired extinguisher and flares.

The vessel's voyage was terminated, and the vessel was escorted by the Jefferson Island into Portsmouth. The vessel cannot leave port until all discrepancies are remedied.

RESCUING SUNNY BOY

CAPE MAY, N.J., Aug. 3 — Coast Guard units escorted a 33-foot fishing boat that was taking on water to a safe mooring here today.

Sector Field Office Atlantic City received a radio call at 1:45 p.m., from the Sunny

Boy announcing, "Mayday, Mayday," indicating it was taking on water about 75 miles south east of Atlantic City with four people aboard.

A Coast Guard HU-25 Falcon jet from Air Station Cape Cod, Mass., dropped a pump to the Sunny Boy. A good Samaritan then picked up the pump and brought it to the vessel's crew.

A rescue helicopter from Atlantic City also responded and stayed with the distressed boat.

The CGC Mako, homeported here, also responded. Its the crew deployed a rescue and assistance team to assess the situation on the Sunny Boy.

The rescue team temporarily patched the eight-by-eight inch hole in Sunny Boy, then the crew escorted the boat into Cape May.

MAN IN LIFE RAFT

ST. GEORGE, Fla., Aug. 7 — The Coast Guard and a good Samaritan rescued Clay Bailey, after the 38-foot boat he was on sank about 20 miles south of here today.



Nature's Force

Elizabeth City, N.C., July 29 —

A funnel cloud forms north of a C-130J at Coast Guard Support Center, Elizabeth City, during a summer storm that blew through the area. The support center is responsible for the integration of the new C-130J's to the Coast Guard fleet.

Photo by: Sean Dos Santos, Federal Firefighter, DHS

Coast Guard

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Subscriptions: Call (202) 512-1800 or write to Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. To subscribe online follow the link at our web site at www.uscg.mil/magazine.

Submissions: We need your stories, photographs, comments and suggestions. Deadline for submissions is the 15th of each month. Articles will appear 1.5 months after that deadline. Submit your stories to: U.S. Coast Guard (G-FA-1), 2100 2nd Street, SW, Washington, DC 20593-0001, or e-mail them to cgmag@comdt.uscg.mil. For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 267-0928.

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

Coast Guard, COMDT PUB P57202, is produced for members of the U.S. Coast Guard. Editorial content is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the Department of Homeland Security or the Coast Guard. Stories may be reprinted except Associated Press wire stories and articles reprinted from other publications.

The Coast Guard received a signal from an electronic position indicating radio beacon from the dive boat Terminator.

The Coast Guard launched an HU-25 Falcon jet rescue crew to the scene at 3:30 a.m.

Once on scene, the jet crew spotted the strobe light on the EPIRB and contacted the crew of the Vigilant, a nearby tug boat.

The Vigilant arrived on scene and located a life raft with Bailey aboard.

Bailey was reported to be in good condition and was transported to Theodore, Ala.

BOAT HITS BREAKWALL

CLEVELAND, Aug. 2 — Station Cleveland Harbor responded to a boat crash at the west breakwall here Aug. 2.

A 42-foot power boat with six people aboard hit the wall at a high rate of speed, coming completely out of the water.

Five of the six people sustained minor injuries but refused medical treatment. The sixth person, Dennis Leevou, sustained head lacerations and was experiencing symptoms of a heart attack. Station Cleveland Harbor transferred him to emergency medical services.

The other five people were taken back to Station Cleveland Harbor for more information. The investigation showed that there was no alcohol involved in the incident.

RESCUE FROM FISHING

GRAYS HARBOR, Wash., Aug. 6 — The Coast Guard medevaced a 55 year-old man from a 48-foot charter fishing vessel near here, today.

The master of the charter fishing vessel Playboy Too reported a passenger suffering from extreme sea sickness at 11:40 a.m.

Station Grays Harbor's 47-foot motor life boat arrived and reported the

man's vital signs to a flight surgeon via radio.

The flight surgeon recommended that the man be immediately airlifted.

An HH-60 Jayhawk helicopter took the 55-year-old man to Bowerman Airport, where he was transferred to emergency medical services.

CGC JARVIS RTB

HONOLULU, Aug. 1 — The CGC Jarvis returned home today after a three-month patrol that opened new cooperative international efforts between the United States and other nations of the North Pacific agencies.

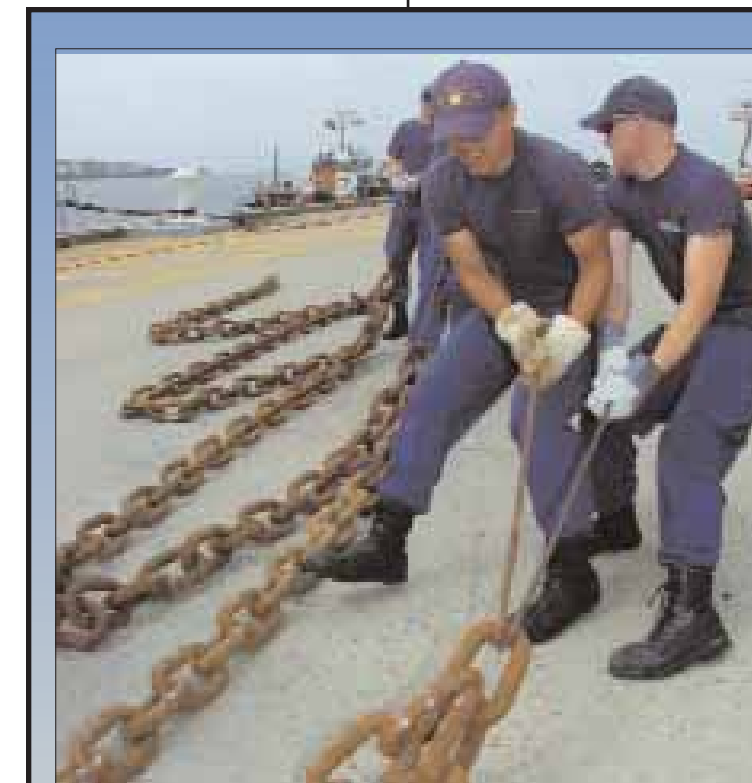
The 378-foot cutter engaged in officer exchanges and joint operations with the Korean coast guard, Japan coast guard, Russian Northern Border Guard, Canadian coast guard and the Chinese Fisheries Enforcement vessel Zhong Guo Yu Zhen.

Long Shot

NEWPORT, R.I. Aug. 8 —

Crewmembers from the Aids to Navigation Team, Bristol, R.I. took part today in an Aids to Navigation rodeo held at Pier 2 at the Newport Navy Base. MK1 John Perez and MK3 Jeremy Menec show team work as they haul massive buoy chain to the finish line during the chain race.

Photo by PA3 Kelly Newlin, 1st Dist.



Buoy Tender Gets Makeover

Story and photo by PA3 Prentice Danner and PA1 Robert Lanier, PADET Los Angeles

A 175-foot buoy tender based in San Pedro, Calif., was fitted with an upgrade to its weapons, and the crew was given training on the new guns. The upgrade is deemed a prototype for further enhancing the Coast Guard's homeland security capabilities.

The CGC George Cobb is the first coastal class cutter to get the makeover to its armament. The new weapons include two M-60 machine guns, two additional M-16 rifles, two additional 12-gauge riot shotguns and two additional 9-mm handguns, as well as four machine gun mounts.

After a test period, Lt. Peter Niles, the ship's commanding officer, will evaluate the success of the armament upgrade. This evaluation will determine whether or not other coastal class buoy tenders get a similar upgrade.

The suggestion to arm the George Cobb was made during a meeting between the 11th District Chief of Staff, Capt. James Hass, and Niles.

"The George Cobb is the only cutter moored in the port of Los Angeles. It has a past in homeland security and joint operations missions," said Hass. "Given the cutter's location, it made sense that it be equipped with heavier weaponry," he added.

Several of the crew also certified for law enforcement vessel boardings, including two boarding officers, eight boarding team members and four M-60 gunmen.

"When we decided that it would be beneficial to use the George Cobb for homeland security missions, in addition to aids to navigation, we realized that it would better suit them to have a higher caliber of weapons than what they had," said Lt. Scott Medeiros, the district's aids to navigation operations officer. "Before, they only had personal defense weapons."

"The upgrade is an approved engineering change to the 175's," said Lt. Cmdr. Jeff Neumann, the Coast Guard's buoy tender facility manager in Washington, D.C.

BM2 Kyle Horn, who is responsible for maintaining the weapons on board the George Cobb, said that the assistance of the PACAREA armory made the transition smooth, and the "crew seems enthusiastic about the transition."



STEADY AIM

Crewmembers from the CGC George Cobb, a 175-foot Coastal Class Buoy Tender homeported in San Pedro, Calif., fire an M-60 machine gun during a training exercise. The George Cobb is the first ship in its class to get an armament upgrade.

National Award Goes To 7th District Coast Guardsmen

Story and photos by PA2 Tasha Peters, PADET St. Petersburg

The Coast Guard recently selected two members from the 7th District as Health Services Technicians of the Year 2004 for their devotion to duty and exceptional performance.

HS2 Herman Clincy, stationed at Sector St. Petersburg, Fla., medical clinic, was awarded the ashore Health Services Technician of the Year Award. HS2 Abner Ayala, stationed aboard the CGC Venturous, home-ported in St. Petersburg, was awarded the afloat Health Services Technician of the Year Award.

Clincy assists the clinic administrator in the daily operation of Sector St. Petersburg's medical clinic, which is responsible for the routine care and record maintenance of more than 600 active duty and Reserve patients. Clincy administers immunizations, conducts physical exams, and performs minor surgical procedures in addition to managing normal clinic operations.

"It's nice to be recognized, but that's not why I do this job," said Clincy. "It's about taking care of my shipmates."

Ayala serves as the Venturous' independent duty health services technician and is primarily responsible for the medical care of the cutter's 80-person crew. In addition, his keen medical knowledge is repeatedly called upon to care for undocumented Dominican Republic and Cuban migrants held on the cutter's decks during alien migrant interdiction operations. These migrants are in various states of health when interdicted at sea, often having spent several days in open boats without food or water. Ayala also serves as one of the

primary Spanish interpreters aboard the Venturous, a critical function in executing AMIO.

"I'm proud that I earned this award because it shows my devotion to the crew," said Ayala. "I just try to do my best and meet the requirements of the mission. I treat people the way I would like to be treated, and it is personally fulfilling to be recognized for it."

This is the third consecutive year that Coast Guard members from Sector St. Petersburg or Venturous have earned the award. HS1 Kevin Cronin, currently stationed at Sector St. Petersburg, took home the award ashore in 2003 for his work at the Sector's clinic.

HSC Glenn Royes, currently an instructor in Petaluma, Calif., received the award afloat in 2002 for his work on the Venturous.

Clincy and Ayala, having earned the distinction for 2004, also are nominated for the Lewis Seaman Award for outstanding operational support. This is an annual award for enlisted personnel presented by the association of Military Surgeons of the United States.



EXCELLENCE

Left: HS2 Clincy examines the throat of Petty Officer HS3 during a routine exam.

Above: HS2 Abner Ayala checks the vital signs of YN1 Thomas Fogarty aboard the CGC Venturous.

Cruise ship center of excellence

Story by PA1 Anastasia Burns, PADET Miami Beach

Photos courtesy of the 7th Dist.

With the tropical climate, white sand beaches, busy shopping districts and proximity to the beaches of the Caribbean, one expects Miami to draw the crowds from many communities. Miami is the mecca of cruise ships or floating communities, hosting more massive vessels than any other port in America.

But because Miami is the cruise ship capital of the world, it also draws another type of crowd — cruise-ship inspectors from the Coast Guard.

Although cruise ships have visited and been inspected in other ports around the country for many years, many inspectors from other units in the late '80s had little cruise-ship inspection experience. Because of that inexperience, inspections were not always conducted consistently. At the same time, Miami was rumored to be very strict, while inspections at other ports were viewed as less stringent. Consequently, in the early '90s, there was an increase in ships scheduling their inspections in smaller ports, even if they rarely visited those ports on voyages. Roughly two-thirds of the cruise ship population migrated to other ports for their inspections, despite embarking their passengers in Miami.

Industry representatives complained, saying they didn't know what to expect from each port's cruise ship inspectors. After recognizing this, Miami's inspectors capitalized on their status to form the "Cruise Ship Center of Excellence." Here, inspection techniques would be taught to marine safety inspectors, first district-wide, and then nationwide.

"The purpose of the CCE was to standardize the inspection process," said Lt. Cmdr. George Zeitler, chief of the Center of Excellence Inspection School.

Zeitler said the school started in-house in 1993 as a two-day class in Miami for new personnel at then MSO Miami and was occasionally attended by inspectors from other 7th District units. More units began asking for the training, and the school became a road show with Miami-based inspectors traveling to major units. The "teachers" held these classes while fulfilling their normal duties and responsibilities for the Coast Guard in Miami. The school finally returned to Miami full-time in late 1994, under the new CCE title, where it now hosts three classes each year.

"It's a great program, and it's made the industry

safety standards well-recognized," said Greg Purdy, director of safety, security and environment for Royal Caribbean Cruises, Ltd. "It's a nice reassurance to say our ships have been inspected by the Coast Guard and are in compliance. When the passengers hear that, it commands a certain amount of respect."

Classes have been redesigned as a result of the cruise ship-building boom of the late '90s. The school takes an average of 20 students per six-day class. The sixth day is, according to Zeitler, "a practical, final exam," in which the students complete their own cruise ship inspection as a team, testing a volunteer cruise ship in the Port of Miami.

"The students really seem to enjoy the hands-on experience," said Zeitler. "The key point we try to make is for inspectors to recognize that not all cruise ships are required to meet every regulation. If you don't see something that you feel is required, there may be a reason it's not there — often due to when the vessel was built."

In his office, Zeitler's shelves are lined with books and binders detailing cruise ship regulations. He reached for a certain stack of books and held out a set of volumes roughly five inches thick.

"These are the regulations for 2004," said Zeitler. "This means that if you don't find an item on a ship built before 2004, the ship may be built to previous regulation stan-

dards so that it's grandfathered into the current set."

Purdy, a former Coast Guardsman himself, has been working in the cruise line industry for the last five years, and he is occasionally a guest speaker at the school.

"Having that course in Miami is critical," said Purdy. "You just can't understand these changing regulations by flipping through the manuals. It helps put things in perspective for the students."

These colossal vessels have grown in recent years with no cap in sight, and Zeitler knows their size will continue to be a challenge.

"We're not getting any more people in to help, and

we're not getting any more time to complete the inspections, so it does take a little extra time management," he explained.

The growing size of cruise ships also means that ship owners are trying to one-up each other aesthetically. Zeitler said that the glamour, like potted plants or blending wallpaper, might obscure a fire extinguisher or vent, so inspectors have to rely on their experience.

"The glitz and glamour of new ships catches your eye," said Zeitler. "You need to learn the systems first in order to help you look past all that. When you get experienced, you notice the absence of things rather

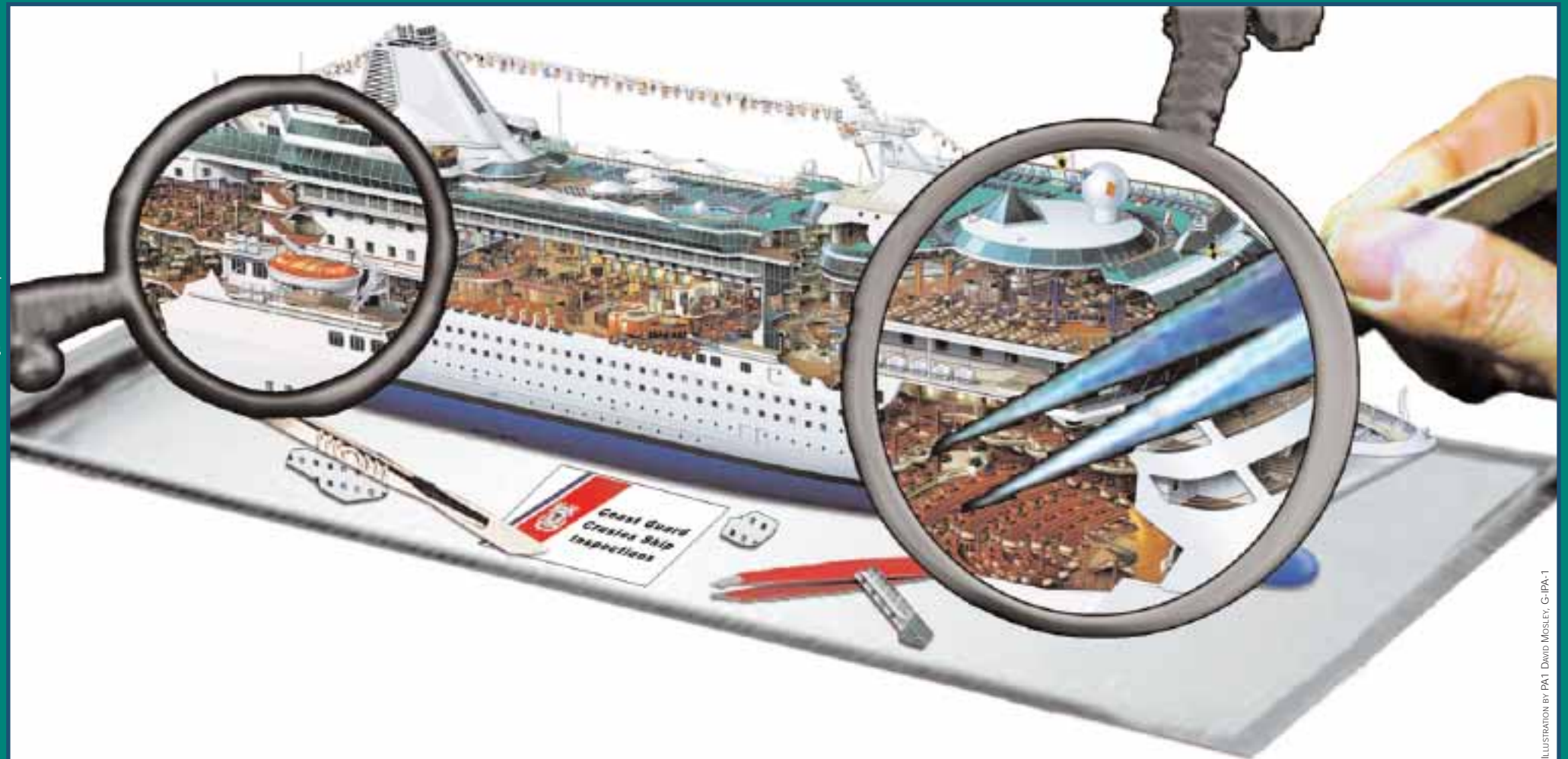


ILLUSTRATION BY PA1 DAVID MOSLEY, C-IPA-1

than the specifics of those that are there.”

CCE also must contend with the issues associated with a crop of junior inspectors. In the past, the average student had performed inspections for three or four tours. Now, most students have less than two years experience. One student had only seven months experience in the inspection world. “The program was designed for senior marine inspectors,” said Zeitler, “but like the length of the class, the program has evolved to accommodate the new needs of the Coast Guard.”

The school is just one part of the Center of Excellence.

In January 2004, Sector Miami inspectors scheduled an inspection for a cruise ship that had not been to the U.S. in several years. Once aboard, the inspectors found that upgrades on the vessel had not been done.

They found deficiencies in many areas ... from holes in the main firefighting system, to inoperable fire doors, to davits that wouldn't launch liferafts.

They eventually detained the vessel, after an inspection that lasted over seven hours. The inspection resumed the following day for an additional 10 hours

before the vessel was allowed to sail. All this happened just days before yet another, higher-profile inspection of a vessel from the same company — the Queen Mary II.

“That put us in an awkward situation, looking across the table at the same folks we just talked with over the weekend,” said Zeitler. “There's the general pressure you face when you tell a ship it can't sail — there's pressure from the master, from the company, and from the Coast Guard,” said Zeitler. “When a ship is detained, a report goes directly to the International Maritime Organization that says the U.S. Coast Guard took this action.”

This case is a snapshot of what Zeitler and his crew address daily. A main goal for them is putting the importance of the inspection and the drills in perspective for the ship's captain.

“We need to drive home two points: the crew needs to be well trained, and we want them to keep in mind that 80 to 85 percent of the cruise ship staff is made up of non-professional mariners, but most of the evacuation process depends on their ability to perform their jobs,” Zeitler explained. “You need to create a process to account for the human factors,” he added.

He makes sure his inspectors treat these crewmen with respect, and that the captains of the cruise ships test their crews in new and different ways, “holding drills in unusual places, like the theater or the crew's cabins.” Zeitler cited an example where, during a fire on board the Explorer of the Seas in February 2003, a well-trained midnight-shift cleaning crew put out a fire that could have spread to other portions of the ship.

“It's important to make sure the crewmen know what they're supposed to do because one person in the crew may be responsible for saving 250 people.”

Some crews go through six months of drills to ensure they can perform the tasks needed.

“You get sworn at, and you get grief, but I have to sleep at night,” said Zeitler. “If I made a good faith effort to make sure the ship was in compliance, then I'm happy, and I know those passengers are as safe as they can be.”

Prevention is key for both the Coast Guard and

CRUISE SHIP CAPITAL

More than 10,000 vessels arrive in Sector Miami's three ports each year, more than double that of almost any other prevention office or marine safety office in the nation.

Miami's inspectors capitalized on their status to form the “Cruise Ship Center of Excellence,” where inspection techniques are taught to marine safety inspectors, first district-wide, and then nationwide.

the cruise ship industry. Over the years, the industry has learned to police itself. Stan Deno, director of operations for the International Counsel of Cruise Lines in Arlington, Va., said the industry values the relationship with the Coast Guard.

“We do have a formal partnership with the Coast Guard, and for us, it gives us an organized way of discussing things on a higher plane,” said Deno. “It solves problems before they become major issues and it saves both organizations time and money. We resolve problems before either side has to go into the long process of development and compliance.”

Deno mentioned a report released by the Coast Guard in 1995 which stated that the cruise ship industry was one of the safest means of transportation around.

“This is ten years later, and still, there has not been one passenger death in 20-plus years due to a vessel casualty,” said Deno. “Our vessels are carrying 10 to 12 million passengers per year for the last 20 years — do the math.”

The record is impressive by any standards. Deno attributes the success to the relationship between the ICCL and the Coast Guard, and he said that the indus-

try keeps safety standards well above that required by the Coast Guard. “The quarterly inspections were going to be dropped to six months, and the loudest complaining was from the industry,” said Deno. “We like having the Coast Guard come aboard. It keeps our crew on their toes, and it validates to the passengers that we're operating safely. If a guest doesn't have a safe vacation or those assurances that their vacation will be safe, we won't be in business very long,” said Deno.

With the cruise-ship industry getting bigger and faster every day, Zeitler and his crew have their hands full, but with the school training new inspectors and the help from the industry partnerships, they are constantly making sure the playing field is level. Zeitler summed up his view of the challenges before him.

“Ninety-eight percent of the people we encounter understand you're there to make things safer for them and their passengers,” said Zeitler. Some captains think they know best and no one is going to tell them how to run their vessels. Sometimes it's a matter of tying a ship to a dock, or enforcing penalties, but when the passengers get underway, they'll be safe, and to the best of my ability, that ship will be safe.”



Deepwater implementation plan revised

\$24 Billion, 25-year effort now planned

Story and photo by Gordon Peterson, Anteon Corp., G-D-1

Testifying before the House Appropriations Subcommittee on homeland security in late July, Adm. Thomas H. Collins, the commandant of the Coast Guard, released new details on a single Deepwater post-9/11 implementation plan now projected to total \$24 billion over 25 years. "It is the number one Coast Guard priority and the cornerstone of our maritime capabilities now and in the future," said Collins.

During congressional hearings in June, congressional lawmakers asked that a single Deepwater funding stream be developed instead of a range of funding alternatives. Subsequently, with the full support of the Department of Homeland Security and the Bush administration, Deepwater's implementation plan was refined to provide a single long-range funding plan for the Coast Guard's progressive sustainment, modernization, and recapitalization.

"Together with the other information we forwarded to the Subcommittee in recent weeks," Collins said, "it addresses the key issues that you and other Subcommittee members highlighted during last month's Deepwater hearing, including the sustainment of air and surface legacy assets and the program's overall performance standards and measurement."

The Deepwater program's long-range plan now details the asset deployment schedule and delivery timeline for each air and surface asset for 25 years. Some increases in the number of aviation assets, notably C-130 long-range maritime patrol aircraft, are projected

under the refined plan to improve the Coast Guard's aerial surveillance and long-range transport capabilities.

Initially, the Integrated Deepwater System was designed to perform at the level that the Coast Guard's legacy Deepwater fleet performed at in 1998. "The tragic events of 9/11 and the stand up of the Department of Homeland Security changed the performance requirements of the Coast Guard," Collins said. Revisions to the original baseline began almost immediately after the contract was signed to reflect post-9/11 requirements and ensure that the assets had the capabilities to meet system requirements.

In response to this need for change, the Coast Guard engaged in a series of internal and external third-party reviews of the Deepwater acquisition. In 2003, the Center for Naval Analyses completed a three-part study and the Coast Guard's Performance Gap Analysis was conducted. These and other studies influenced the final force structure selected in the \$24 billion, 25-year plan, Collins related.

Under the revised plan, Deepwater cutters and aircraft will be equipped with the systems and enhanced capabilities needed to operate successfully in the post-9/11 threat environment. Deepwater's interoperable, network-centric system for C4ISR, for example, will serve as a valuable force multiplier by providing a common operating picture and increased maritime domain awareness.

Improved maritime-security capabilities (such as anti-terrorist/force protection, helicopter airborne use of force,


vertical insertion and delivery, increased surveillance, and integrated weapons systems on selected Deepwater cutters) also have been incorporated in the plan. These are necessary for higher security levels during a terrorist attack, opposed boarding, and other high-risk operations.

Similarly, improved asset capabilities for detection and defense for chemical-biological-radiological threats are essential to survival and continued operations during an attack involving a weapon of mass destruction. "These and other Deepwater capability enhancements are absolutely critical to ensuring the Coast Guard's future ability to maintain the maritime security of America and to protect its \$450 billion marine transportation system," program officials say.

Deepwater's program executive officer, Rear Adm. Patrick Stillman, strongly echoed the commandant's views on the strengths of the revised Deepwater implementation plan. "The Coast Guard has made significant progress since 9/11 to secure our homeland," he said, "but maritime safety and security gaps remain. Adm. Collins has said many times that these gaps present risks that must be reduced. In this sense, the Deepwater program is very much focused on reducing risk in the

maritime domain."

Stillman said that this year's revisions to the Deepwater program's mission need statement and implementation plan also were guided by the Coast Guard's strategy for maritime homeland security and the Department of Homeland Security's strategic goals and priorities. "Continued risk reduction is contingent upon improving the Coast Guard's capability, capacity, and readiness" he said. "Without these basic building blocks, successful implementation of maritime-security strategies will not be sustainable."

"The refinements we have made to Deepwater's revised post-9/11 implementation plan will, with your support, allow the Coast Guard to restore readiness and safety through progressive sustainment, modernization, and recapitalization of our Deepwater fleet," Collins told the House subcommittee in July. "With its enhanced capabilities and capacity, this post-9/11 plan will ensure that our men and women are provided with the modern, more-capable platforms and systems necessary to meet the full spectrum of Coast Guard mission requirements." 



NEW SYSTEM

Machinists prepare to align a propeller shaft on the medium endurance cutter, CGC Tampa, during a nine-month major systems refurbishment at the Coast Guard Yard, Baltimore, Md. The Mission Effectiveness Project for 210-foot and 270-foot medium endurance cutters, directed by Coast Guard Headquarter's Acquisition Directorate and funded by the Deepwater program, will eliminate many of the problems associated with the cutter's obsolete and unsupportable equipment. The Tampa entered the Yard in May 2005.

Proposed assets

	1998 Legacy Fleet	2002 Contract Baseline	\$24B 25-Year Plan
National Security Cutter	12	8	8
Offshore Patrol Cutter	32	25	25
Fast Response Cutter	49	58	58
Long-Range Interceptor	45	40	33
Short-Range Prosecutor	102	82	91
Long-Range Surveillance Aircraft (HC-130)	30	6	22
Medium Range Surveillance Aircraft (CN-235)	30	35	36
Medium-Range Recovery Helicopter (HH-60)	42	0	42
Multi-Mission Cutter Helicopter (HH-65)	95	93	95
VTOL Recovery & Surveillance Helo (AB-139)	0	34	0
VUAV	0	69	45
HAEUAV	0	7	4

Practicing Auxiliary Medicine

Story and photos by PA1 Barry Lane, G-IPA-1

Everyday the Coast Guard Auxiliary assists the active duty Coast Guard in many capacities. Whether flying patrols, giving safety inspections or teaching boating safety classes, the Auxiliary is an essential part of the Coast Guard. The assistance that is given by the Auxiliary has extended beyond patrols, inspections or safety classes.

In early 2003, the Coast Guard implemented the use of Auxiliarist medical professionals to augment the active duty and Reserve

medical needs of the Coast Guard. Spearheading the initiative was Dr. Richard Lavy, a Coast Guard Auxiliarist and medical doctor.

After the increase in personnel needs following September 2001, the Auxiliary stepped up to help with the medical needs of Coast Guard Reservists being called to active duty. This led to the formalization of the Auxiliarist participation in Coast Guard health care activities in January of 2003.

Currently, there are about 150 uniformed health care profession-

als in the Coast Guard. According to Rear Adm. Paul Higgins, Coast Guard health and safety directorate, the increase in Coast Guard personnel in 2001 meant the need for an increase in medical support, which Dr. Lavy's program helped augment. "There are only 13 Coast Guard Reserve physicians assistants and most of those are assigned to PSUs. The Auxiliarist medical program has the potential to save the Coast Guard more than \$1,250,000 million per year. Since the program began, more

than 400 auxiliarists have volunteered their professional medical services to the Coast Guard," said Higgins.

According to Higgins, "The Auxiliarist program has the same credentialing process that regular practitioners must meet in order to participate. These volunteers are terrifically important and fill the gaps needed for Coast Guard medical readiness."

"When I first joined the Coast Guard Auxiliary, I saw a need for more medical training at the stations I visited," said Dr. Lavy, an auxiliarist since 1994. "This observation led to a proposal for auxiliarists who were certified as emergency medical technicians or who possessed higher certification for emergency medical response to become instructors for the Coast Guard's



CHECK UP

Left: Dr. Victor Connell, a doctor at TRACEN Petaluma, gives a medical exam to an active duty Coast Guardsman.

Right: Dr. Richard Lavy, examines a patient during morning sick call at the Coast Guard Headquarters medical clinic.



'LifeSaver' program."

This implementation of Auxiliary medical professionals eventually led to the establishment of auxiliary members being formally recognized as Coast Guard medical practitioners.

"Currently, we have 52 Auxiliarist medical professionals in clinics at air stations Clearwater and Miami, the Coast Guard Academy, training centers Petaluma and Yorktown, the Coast Guard Yard,

stations Annapolis, Ponce Inlet, Fort Lauderdale and Golden Gate, just to name a few," added Lavy.

Recently, Dr. Lavy won a Capt. Niels P. Thomsen award for innovation for implementation of the Auxiliarist medical participation program.

"Having volunteers like Dr. Lavy is truly beneficial to the Coast Guard and is truly a meaningful way to help serve our country," added Higgins. 🇺🇸

PROFESSIONAL JOB
Auxiliarist Jane Anderson (right), a registered nurse, practices medical treatments with Station Ponce Inlet boat crew members. Anderson is one of the many medical professionals who volunteer their time and skills to assist the Coast Guard.



Coast Guard Art Program

Coast Guard artists capture Service's history

Story by Tara Jennings-May, G-IPA, with contributions by Angela McArdle, G-IPA

Plenty of Coast Guard helicopter crews are justifiably proud of the lives they have saved, but how many have had their rescues captured in art and rhyme in a children's book, or showcased in Coast Guard art exhibits that travel around the nation?

Thanks to author-illustrator Chris Demarest and hundreds of other professional and amateur artists, an H-60 Jayhawk crew from Coast Guard Air Station Cape Cod is just one of many units whose service and heroism has been immortalized in art through the Coast Guard Art Program.

Official Coast Guard artists are volunteer, professional artists who enthusiastically donate their time and talents to help tell the story of the Coast Guard. Since the founding of the Coast Guard Art Program in the early 1980s, more than 2,000 pieces of original artwork have been donated to the Coast Guard. The latest additions, 30 pieces that comprise the 2005 collection, were formally accepted by the Coast Guard in June.

Coast Guard units have a two-fold means of using the art program to help tell the service's story — first, by bringing art displays into their local communities and second, by welcoming COGAP artists who request access to their commands. Displays of original art at museums, libraries and special events are a unique way for Coast Guard units to promote goodwill in their host communities. The artwork shares the story of the service's missions, heroes and history from the early beginnings of our nation into the present day.

Coast Guard art has recently been exhibited at high-profile locales such as the Presidential Inauguration in 2005, several offices in the United States Senate and House of Representatives, and Coast Guard Foundation dinners in New York City, San Francisco and Anchorage. These traveling art displays are "a great education tool for the public and a great morale booster for the Coast Guard," said Angela McArdle, the Coast Guard's art program manager.

Karen Loew, chair of the Coast Guard Committee of the New York-based Salmagundi Club, assists with running COGAP along with Tom Picard, the vice chair. Both play key roles in each year's art submission

review and in planning for the annual acceptance ceremony in New York. Both are also active contributors, with many pieces in the Coast Guard's collection.

Taking Coast Guard art into communities

While artwork can be provided to Coast Guard units for a change of watch or dining in, COGAP staff will give priority to units that arrange public displays as well, ensuring the artwork reaches a broad audience outside the Coast Guard. "We've had successful exhibits in city halls, public libraries and small museums. It's something different, patriotic, and educational — most towns will jump at the chance to put up a display," said McArdle. "It's a pitch to your community that you can arrange relatively easily at low cost."

Exhibits can be scaled anywhere from five to 30 pieces depending on budget and space requirements. McArdle will work with customers to "regionalize" exhibits — such as focusing on Great Lakes or Alaska missions — which adds local interest and meaning for visitors. Special exhibits highlighting a particular mission area — such as aviation or the Coast Guard's wartime role — also are available.

COGAP also takes the Coast Guard into areas many miles from the nearest boat station. Last summer, former Coast Guardsman and COGAP artist Dick Levesque arranged a COGAP exhibition at the town library in Paris County, Tenn., a small-town location where the Coast Guard is not exceptionally well-known. Mr. Levesque arranged a true community-wide event that drew 8,000 visitors — in a county with a population of only 30,000.

"Until the Coast Guard Art Program exhibit was in our small town, most of the exhibit's visitors did not realize the extent of the Coast Guard's global role," said Levesque. "I think it truly helped further COGAP's mission to educate diverse audiences about the Coast Guard."

Building an art collection

As the service and its missions evolve, keeping the art collection up-to-date is a constant challenge. "We want our collection to reflect the Coast Guard's current missions, with a nod to history," said McArdle.

Coast Guard units can help in a number of ways — by hosting COGAP artist tours; by suggesting topics; by providing photos, which can be incorporated into original artwork; and by spreading the word about COGAP to local artists or art schools.

Each year, McArdle provides artists with a detailed prospectus, or "wish list," of particular missions, geographic regions or themes she wants to highlight in the following year's art collection. The 2005 collection highlights subjects such as HITRON helicopters and Maritime Safety and Security Teams. In 2006,

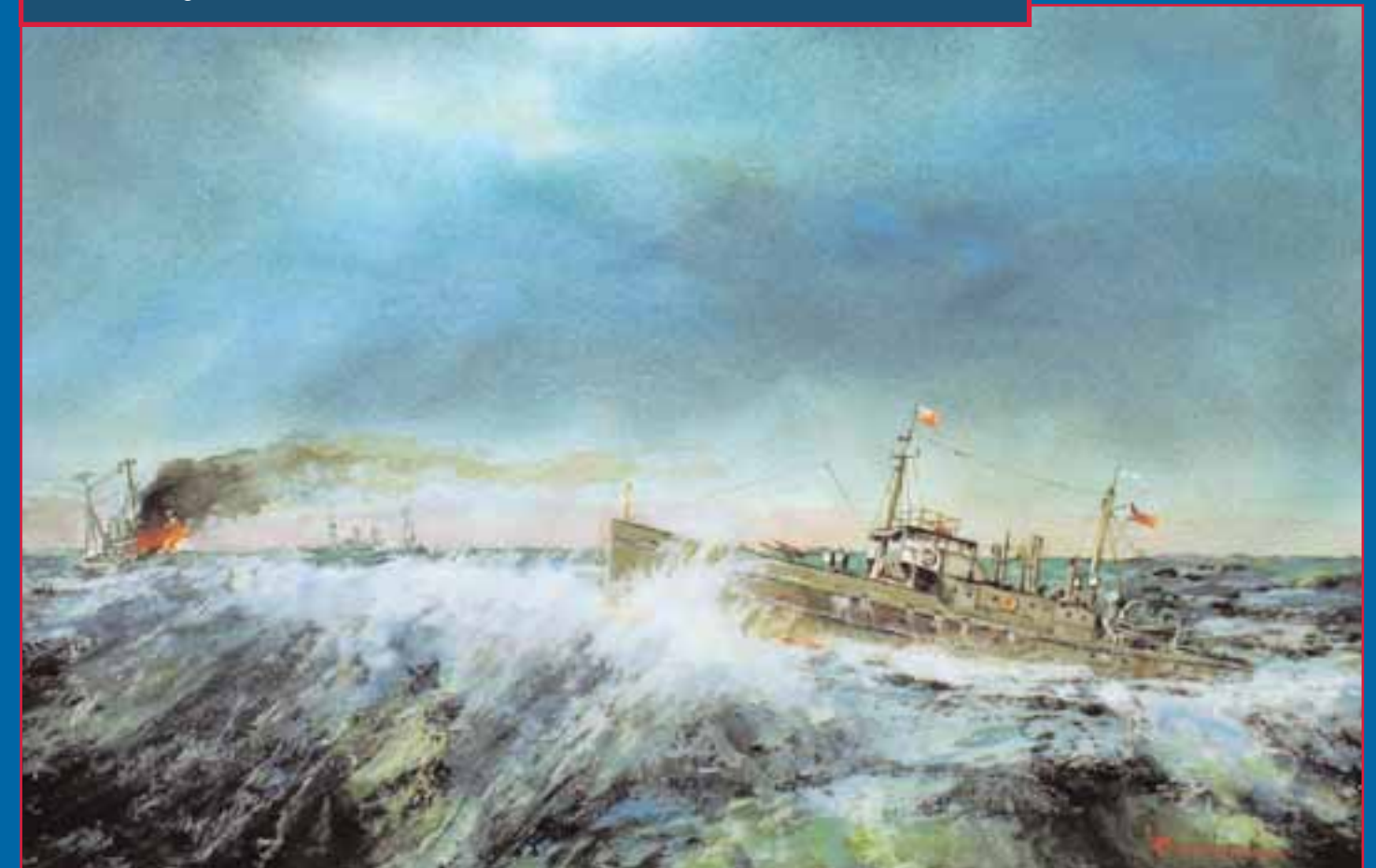
McArdle plans to highlight Coast Guard missions in Hawaii and the Gulf of Mexico, as well as other relevant themes and subjects.

COGAP staff can put artists in touch with Coast Guard units near their homes or travel destinations, providing hands-on experiences that artists use to produce their artwork. Some artists use photographs to produce artwork; others conduct interviews and review archives to reconstruct an historical event or rescue operation.

Loew prepared for this year's collection an oil paint-

CAPTURING HISTORY

Coast Guard history has been recaptured in many COGAP pieces, including this watercolor by Louis Barberis of Bedford, Va., depicting the loss of the cutters Jackson and Bedloe during World War II.



ing of the Coast Guard Auxiliary practicing a helicopter hoist in Hawaii. Working with PA1 David Mosley, who photographed the event, she used aspects of several photos to prepare a composite piece. "I didn't alter history," explained Loew. "I just made small changes to improve the composition of the piece."

"When our artists visit the Coast Guard, they find everyone extremely excited about having their unit's missions immortalized in art," said Loew, noting that she wishes more units were familiar with COGAP. "It's a fabulous morale booster for the Coast Guard."

One artist's story

Demarest, the children's book author, became involved with the Coast Guard two years ago while

researching, writing and illustrating a series of books published by Simon and Schuster. The series' final book was to be water-related, and he had just read "A Perfect Storm," which led him to the Coast Guard and Air Station Cape Cod.

"My first flight with the Coast Guard turned quickly from a training mission into a search-and-rescue mission," said Demarest. His book, "Mayday! Mayday!" was published in 2004 and documents a rescue by an air station helicopter crew.

Hoping to continue his relationship with the Coast Guard, he learned about COGAP on the Coast Guard's Web site, and submitted an original pastel for his book.

For this year's art collection, Demarest visited Air Station Elizabeth City, N.C. and created three water-

color paintings of crew members' roles during a C-130 rescue drop.

Cmdr. Joe Sherman, executive officer of Air Station Elizabeth City, helped arrange Demarest's visit to the command. After spending time with the unit, Demarest sent electronic copies of his artwork "so I could share them around the hangar deck," said Sherman. "I think everyone involved has enjoyed becoming a part of Coast Guard history in the form of artwork accepted into the official Coast Guard collection."

Demarest next plans to fly with Elizabeth City crews as they perform ice patrols out of Newfoundland.

"The Coast Guard has been great with providing me access," said Demarest, noting that these positive

experiences have led him to join the Coast Guard Auxiliary, Flotilla 26 in Portsmouth, N.H. As an Auxiliarist, he conducts speaking engagements at schools around the country, often in his flight suit with Auxiliary and COGAP patches. This spring, he arrived at a school in Ohio in a medevac helicopter, wearing his flight suit. "I tell the kids, yes, it's neat I get to do these things, but so can you," said Demarest.

To arrange for a COGAP art exhibit, or to inquire about hosting a COGAP artist, contact Angela McArdle at amcardle@comdt.uscg.mil or (202) 267-0933. To see more of the Coast Guard collection online, visit the program's web page at www.uscg.mil/art.

MAYDAY, MAYDAY

Right: One of the original pastels Demarest drew for his children's book, "Mayday! Mayday!" was accepted by the art program in 2004. Courtesy of Simon and Schuster/McElderry Books

BREWSTER BOOKSTORE

Below: Artist, author and Coast Guard Auxiliarist Chris Demarest poses with young fans after a book signing in Brewster, Mass.



ACT WELL THY PART

Story by Savannah Tikovsky, ISC San Pedro



ACTION
The film crew from the motion picture, "Yours, Mine and Ours" shoots a scene featuring Dennis Quaid as he walks across the pier at ISC San Pedro while personnel from the CGC Sherman stand at attention as extras, June 24.



TAKE TWO

Dennis Quaid returns to shoot the scene again. The filming took place at ISC San Pedro on June 23 and 24.

"There was a lot of cleaning, painting and touching up that took place on the Sherman, but everyone was excited about participating in the movie," commented Capt. James Monaghan, commanding officer of the Sherman. "It's a very different world and it was eye-opening observing all the work that goes into each scene."

In the original movie, the main character Frank, played by Henry Fonda, was a captain in the Navy. In the remake, Frank, played by Dennis Quaid, is the superintendent of the Coast Guard Academy. Zubick explained the reason for the change from the Navy to Coast Guard. "Originally Frank was underway for eight months and this didn't fit with changes in the script. It was reasonable for him to be in the Coast Guard and not have to leave for eight months, unlike in the Navy. As well, the Coast Guard has taken on a more prominent role under Homeland Security, so it made sense to use the Coast Guard," he added.

Executive producer Ira Shuman commented that they decided to shoot on ISC San Pedro because they wouldn't get the same scope as they would on a set. "Even though the film is based on the East Coast, San Pedro was used because the pier looks more like a base on the East Coast," said Shuman. "It would be very difficult to get everyone on location in New England. It just made more sense to stay in California," he said.

One of the main challenges the film crews faced was trying to figure out how to shoot one scene where Frank's children are on a sailboat trying to get his attention as he commands the cutter. The problem was being able to position the camera to get the correct angles from the sailboat to the cutter and vice versa. Another issue was stabilizing the cameras. Film crews had a stabilizer to control side-to-side movement but not up and down. While moored, this wasn't much of a problem, but the few

hours spent offshore posed a bit of problem.

The main challenge facing Loftus and the Coast Guard came early on in the production when Sony Corporation bought MGM Studios. "At that time new people were brought in and the script went through many changes, requiring me to go back and look over Coast Guard terminology yet again," commented Loftus.

Indeed, both the Coast Guard and movie crew seemed to have a lot of fun. The movie company even used Coast Guard officers and enlisted personnel as extras.

"Using Coasties as extras just made sense. They look like the real thing, their posture and the way they walk is different. It's hard to get extras to take on that persona," said Shuman.

"It made it easier for the motion picture office because we didn't have to worry about hair cut or uniform standards, nose rings, tattoos or getting the right uniform from the costume company," said Loftus.

"An announcement was made to anyone who wanted to be extras and we made arrangements for those who wanted to participate," said Monaghan.

Zubick had nothing but praise in working with the Coast Guard. "The Coast Guard made it real easy for us. We just showed up and dealt with camera issues

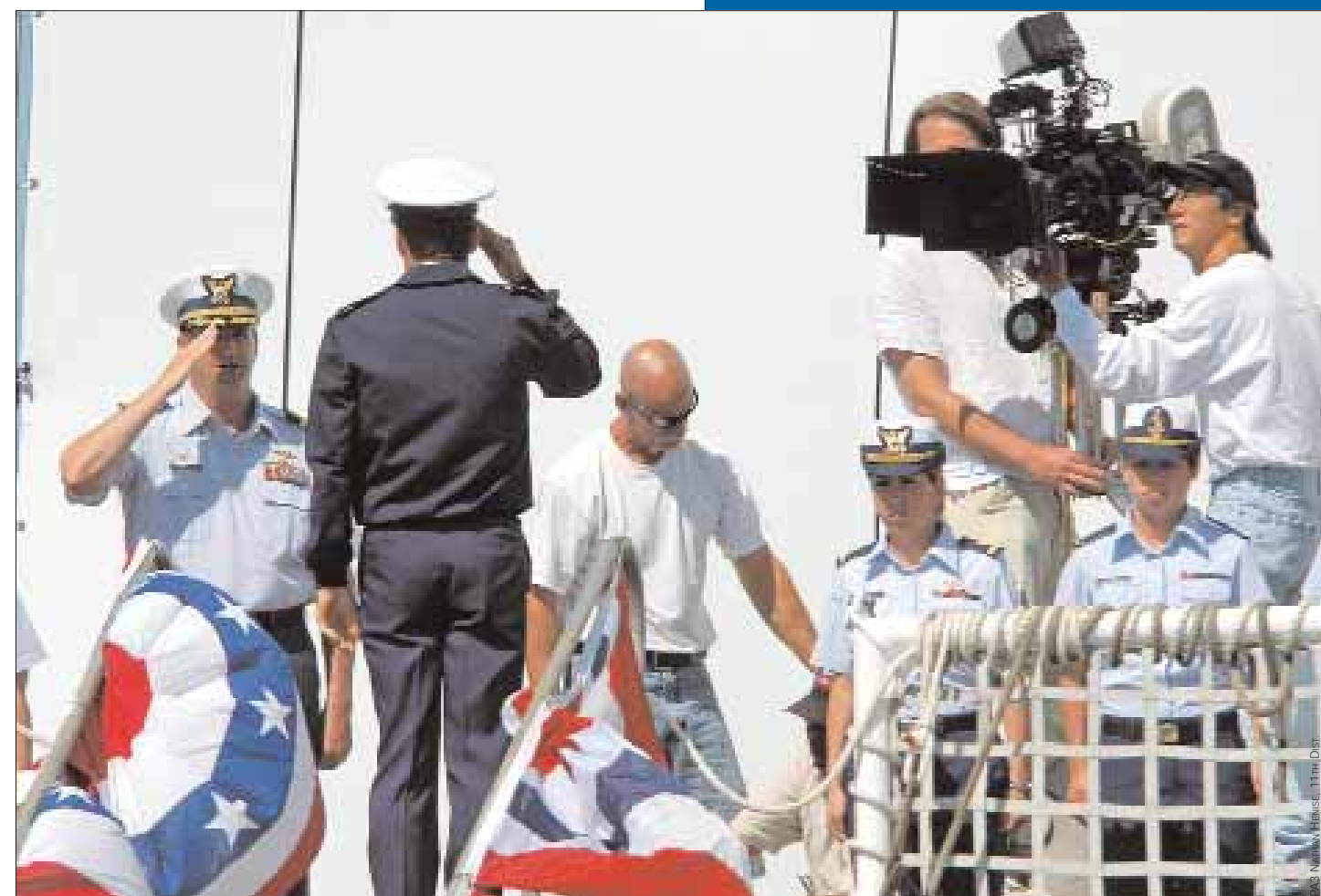
and not boat issues. The Coast Guard has been very supportive and we're thankful for their support."

In addition to shooting at ISC San Pedro, "Yours, Mine and Ours" was also shot at this year's Coast Guard Academy graduation ceremony in New London, Conn. Other scenes included a formal Coast Guard dinner filmed at Disney Ranch in Southern California, and a wedding scene at Los Angeles City Hall. All three scenes utilized Coast Guard officers and enlisted personnel as extras.

Zubick commented with a big smile and laugh, "I never knew there were so many different ranks, and I will never know them all as long as I live. It was hysterical trying to get the terminology correct." She said it was a real education, not only for her but also for the entire crew, to learn about how the Coast Guard works. 📷

HAND SALUTE

Camera crews from "Yours, Mine and Ours" shoot a scene in which Dennis Quaid salutes upon boarding the CGC Sherman. The filming took place at ISC San Pedro



Small stuff

Armed Forces Vacation Club expands to nightly rental program

As authorized Coast Guard MWR patrons, you and your family members are eligible for the benefits of the Armed Forces Vacation Club. AFVC has now expanded the service to offer nightly rental opportunities. In efforts to enhance the AFVC benefits, customers may rent a vacation condo in seven-day increments or now, choose to stay for one night or more to better suit the needs of your vacation time. "Nightly Getaway" rates start as low as \$75 per night during peak season. Seven-night stays are still available for only \$264. Nightly Getaway reservations must be made within 60 days of travel. Weekly rentals may be made up to 12 months in advance.

By utilizing the AFVC, for either an entire week or single nights, you also help support MWR activities because with every reservation, a rebate goes back to the installation. There are no membership fees or dues to utilize AFVC resorts and you are not required to attend a sales presentation. Availability is posted daily on the AFVC Web site: www.afvclub.com. The Web site also contains detailed procedures and instructions for making reservations. You may locate resort condos world-wide for only \$264 per week by going to the "Space-A" section or search for the same quality resort condos on a nightly basis in the "Nightly Getaways" section. If you do not have internet access, simply call the central reservation center at **1-800-724-9988 for weekly reservations or 1-888-338-0970 for "Nightly Getaway" reservations.** A vacation counselor will assist you with searching for a vacation opportunity, and to credit the rebate to a participating Coast Guard installation of your choice. To make an AFVC reservation, patrons will need their AFVC installation identification number obtainable from participating MWR offices or provide them with the number 228 for all other Coast Guard installations.

The Coast Guard MWR program provides a wide array of programs and activities established to meet the mission readiness and retention needs of our military members and support the Coast Guard family. To find out what is available through your MWR program, visit

www.uscg.mil/mwr.

Robert Davis, CG-103

Disabled Veterans Assistance Line

The Department of Navy, as a lead agency in the hiring of veterans, continues to provide them support with the establishment of a Disabled Veterans Assistance Line (1-800-378-4559). A dedicated staff will provide

employment advice and referrals to returning disabled service members, recently medically retired service members, and their spouses. Specifically, this phone line is to support the target group of disabled veterans of Operation Iraqi Freedom, Operation Enduring Freedom, and all disabled veterans of other conflicts, campaigns, and wars.

The primary mission is to assist these members with their search for employment opportunities at the Department of the Navy, as well as with other federal and state agencies. Additionally, it will assist disabled veterans in obtaining resources and referrals to agencies outside of the DON (for example, the Veterans Administration, Department of the Labor, and other Department of Defense agencies).

The assistance line will be staffed by human resources specialists Monday through Friday from 9:00 AM- 5:00 PM Eastern Standard Time. If there is no one available to take the call, it will be returned within one business day.

How to find a job with the Department of the Navy

- **To find and apply for jobs with the Department of the Navy**, please click on one of the following links: Jobs, Jobs, Jobs or <https://chart.donhr.navy.mil/>.

- For all other Federal jobs please go to <http://www.usajobs.opm.gov/>.

Department of the Navy

Coast Guard Academy Graduates Wanted

This fall there are two Congressional events in the Virginia and West Virginia area to introduce the various Service academies to interested students.

Service representatives will be provided all material, including a 10 minute presentation on the Coast Guard Academy and various handouts for event attendees.

Coast Guard Academy graduates are preferred, as they are most familiar with life at the Academy. However, any motivated officer who would like to speak about the Academy is welcome. CGA Admissions will also cover the mileage cost.

Event info: Fredericksburg, Va.
Rappahannock Regional Library
1201 Caroline Street
Oct. 1 at 9:30 a.m.

Hedgesville, W. Va.
location to be determined
Oct. 2 at 1:00 p.m.

The volunteers can contact: Lt. Cmdr. Octavia Poole at 860-701-6783.

CGA



Greetings from Air Station San Francisco

Air Station San Francisco is among the most unique duty stations in the Coast Guard. Completed on Feb. 15, 1941, the station has a special place in Coast Guard history as one of the first air stations on the west coast. During World War II, Air Station San Francisco was placed under Naval command, while continuing its commitment to the local civilian population by continuing to perform search and rescue missions. The Coast Guard reassumed full control of the station in 1946.

Air Station San Francisco is located at the San Francisco International Airport, approximately 14 miles south of San Francisco. The air station is one of the oldest tenants at the airport and is comprised of seven buildings and 24 acres along the Pacific coast. There are approximately 87 crew at the air station, including three civilians. The crew works very closely with the airport, responding to emergencies and providing support.

The team of pilots, flight mechanics, rescue swimmers and support staff at Air Station San Francisco are responsible for 300 miles of coastline from Point Conception to Fort Bragg and regularly perform search and rescue missions in the often-chilly waters off the coast of Northern California. In addition to SAR, Air Station San Francisco includes among its primary missions homeland security, maritime law enforcement, environmental protection, aids to navigation, logistics and cliff rescue.

"People that are here are really happy to be here," said Lt. Gregory Barbiaux, a pilot at the air station.

Having such a beautiful and varied backdrop in which

to work also creates some unique weather and topographic challenges. The fog is often so low it engulfs the Golden Gate Bridge. Coast Guard helicopters are permitted to fly under the bridge and only the most skilled of pilots are able to perform such a task.

"There are areas that are always clear and areas that are nearly always foggy. You deal with what you are given, but our crews are prepared to handle such conditions," Barbiaux said.

San Francisco is a culturally diverse and vibrant area known for its restaurants, tourist destinations, street festivals, temperate climate and "anything goes" attitude. Wineries in Napa Valley or Sonoma, redwood tree-lined trails, monstrous waves at Mavericks, roller coasters at Paramount's Great America or Six Flags Marine World and Al Capone's former cell block at Alcatraz are all within an hour of San Francisco.

During the winter, many flock to Lake Tahoe for some of the best ski/snowboard runs in the country – just a few hours from San Francisco. Some of the most celebrated sports franchises, including the San Francisco 49ers, San Francisco Giants and Oakland Raiders, also make their home in the Bay Area.

"People here get paid to do what a tour helicopter pilot would do," Barbiaux said. "There is no status quo here – even having a cup of coffee in San Francisco is a unique experience. You can do anything you would ever want to do in San Francisco."

Story and photo by PA2 Rachel Polish, 11th Dist.

Housing

The cost of living is high, however, government housing is available in several locations within driving distance of the air station. There are no barracks. The BAH allowances are among the highest in the country for those stationed here.

Facilities

The Moffett community, approximately 25 miles from the air station, includes a full-service commissary and exchange on the adjoining NASA Ames facility. Travis Air Force Base in Fairfield, Calif. also has a full-service commissary, exchange and hospital. Travis Air Force Base is approximately 55 miles from Air Station San Francisco.

Weather

San Francisco is famous for its microclimate. San Francisco's average temperature in winter is in the low 50s and ranges to the high 60s in the summer.



SUNSET COLORS

As the last sliver of sunlight gently dips below the horizon, Fireman Michael Caparelli stands waiting for the call to lower the colors aboard the CGC Campbell in Portsmouth, N.H., July 19. The Campbell's crew had returned to their homeport just hours prior from a counter-narcotics patrol in the Caribbean Sea in which they seized more than 10,000 pounds of cocaine.

Photo by PA3 Luke Pinneo, 1st Dist.