

## Coast Guard Club Newsletter

January 2004

**WHO RECEIVES THIS NEWSLETTER?** Members who have an upcoming birthday, each potential **Coast Guard Club** recruit, & any Coastie I write to. This Newsletter is posted on the Web at [HTTP://HOME1.GTE.NET/KE7A/INDEX.HTM](http://HOME1.GTE.NET/KE7A/INDEX.HTM), [WWW.JACKSJOINT.COM](http://WWW.JACKSJOINT.COM) & at [WWW.FREDSPLACE.ORG](http://WWW.FREDSPLACE.ORG). If you can receive e-mail files & would like a copy of this Newsletter each month, please contact me.

**JOINING THE COAST GUARD CLUB on the WEB.** Go to [HTTP://HOME1.GTE.NET/KE7A/MEMBERSHIP.HTM](http://HOME1.GTE.NET/KE7A/MEMBERSHIP.HTM). Current members may **update** their mailing address, call sign change, & any other information about their CG service, station equipment or email address by clicking on the Membership Form link & fill in the blanks.

**COAST GUARD CLUB CALL BOOK** is bound in a 1-1/2" spiral binder & will include a Certificate of Membership in the **Coast Guard Club** suitable for framing. If you want a copy, send a cheque for \$15.00, which includes postage, payable to Don Gardner.

**BOOKS: Coast Guard Stories** Vol. III is completed. Each of the three volumes costs \$15.00.

**UNCLAS Communications publications:** I have a number of UNCLAS communications documents on a CD. If anyone would like to have a copy of any publication listed below as a memento, I can print it out for you, enclose it in a binder and mail it to you at cost, depending on the number of pages. Send enquiries to me at [DGARDNER@NORTHSTATE.NET](mailto:DGARDNER@NORTHSTATE.NET).

ACP-113(AD)	Call Signs, 1996	ACP-127(G)	Tape relay, 1988
ACP-121(F)	General, 1983	ACP-131(E)	OpSignals (Q & Z), 1997
ACP-124(D)	Radiotelegraph, 1987	ACP-135(E)	Distress & Rescue, 1996
ACP-125(F)	-telephone, 2001	ACP-167(H)	CE Terms, 1998
ACP-126(C)	Teletypewriter, 1994	JANAP-131	pre-ACP-131, (Q & Z), 1949

### Search and Rescue SitReps

**LOS ANGELES** - A CG Auxiliary patrol noticed the 29-ft sloop *Gaviota* dragging a tethered horseshoe life ring near the San Juan Rock buoy near Dana Point. The sloop's skipper, Chad McNeely, 35, of Mission Viejo, CA, slipped on the wet deck & had fallen into the water. The inexperienced crew of the *Gaviota* was having difficulty maneuvering the sloop into a rescue position. CG Auxiliary members, Rich Langrand, Art Ambrose & Carl Printz pulled the skipper out of the water & transferred him back to his boat without incident.

**LOS ANGELES** - CG Station Channel Island Harbor medevaced the 2d engineer from the 600-ft motor vessel *American Turn*. The call received by the CG stated that crewmember, Terry Gerth, 51, was suffering chest pains. A CG 47-ft motor life boat transferred the patient from the *American Turn* to CG Station Channel Island Harbor. An ambulance then transported the patient to Ventura County Medical Centre where he was last reported in stable condition.

**BOSTON** - With the tragic deaths of 3 Mass. fishermen still resonating throughout the community, the CG continues to enforce boating safety regulations &, when necessary, force vessels to return to port to correct hazardous conditions. Two Bar Harbor, Maine-based fishing vessels & 1 Scituate-based fishing vessel were boarded & consequently escorted back to their respective ports after CG boarding teams discovered multiple safety violations. Crewmembers from the CGC *MORAY*, an 87-ft patrol boat homeported in Jonesport, ME, conducted routine boardings of the 31-ft fishing vessel *Wetta the Betta*, & the 38-ft *Mindi Brendell*. Both vessels are homeported in Bar Harbor, ME, & both were diving for sea urchins. Both vessels were operating with only 1 of the 2 fire extinguishers required for vessels of that size, both had expired distress signals, & neither had identifying marks on their personal flotation devices or life ring. The 2 vessels were escorted back to Bar Harbor. At approx the same time, a boarding team from the CGC *FLYINGFISH*, an 87-ft patrol boat based in Boston, was conducting a routine boarding of the Scituate-based vessel *Katie Marie*. The *Katie Marie* did not have sufficient immersion suits for its 3-person crew. The boarding team was authorised to terminate the *Katie Marie's* voyage & escort them back to Scituate. The CG offers fishermen free dockside examinations to help them bring their vessels into full compliance with all federal regulations. The programme involves a non-threatening, non-adversarial inspection by qualified CG individuals & is strictly for the benefit of the fishermen. Fines for violation of safety requirements on board commercial fishing vessels can range from \$200 up to \$10,000 per violation.

**NEAH BAY, WA** - The CG rescued 2 people from the water after their vehicle was driven off a pier near a CG Station. Johnathan Heilman suffered a 2-inch laceration to the hand. The passenger, Alexander MacIntosh, was in fair condition. CG Station Neah Bay received a call reporting a vehicle & 2 people in the water near the T-Pier, which is W of the CG station. A 27-ft rescue boat was diverted from training & rescued the 2 people. They were taken to CG Station Neah Bay where Emergency Services was waiting. The vehicle, a 1983 Honda Accord, is in approx 30 ft of water & has a half tank of gas. Marine Safety Office Puget Sound will investigate for possible pollution. The cause of the incident is under investigation by Neah Bay Public Safety.

**MIAMI** - Vessels from the CG & Immigration & Customs Enforcement (ICE) worked in coordination with special agents & detention officers from ICE Miami to intercept a barge used to transport workers to & from Miami's exclusive Fisher Island. 'The port of Miami is a vital component of our nation's critical infrastructure,' said Jesus Torres, Miami ICE Interim Special Agent in Charge. 'The Department of Homeland Security is working to ensure the security of our nation & eliminate every potential vulnerability. ICE Miami, along with other law enforcement agencies, will do everything within its power to help protect these facilities.' ICE agents initiated Operation Fisher Island after an investigation revealed that 1 or more employers were disregarding immigration laws by hiring individuals unauthorised to work in the US. The employer(s) used a barge to move these workers on & off Fisher Island. Those arrested today were employees who held a variety of jobs, including construction, landscaping, & building maintenance. ICE agents arrested 45 illegal workers in this operation. 'The successful execution of this operation by 2 Homeland Security agencies, comprised of personnel & equipment formerly working under 3 separate departments, is symbolic of the increasingly seamless & effective safety & security being provided to the American people by the 'One Team, One Fight' approach to homeland security,' said CAPT James Maes, commander of CG Group Miami. Operation Fisher Island is the 3d operation in Miami in recent months targeting employers who hire illegal immigrants to work in secure areas. Similar efforts in August & October targeted security workers at the Port of Miami & construction workers at the new Federal Courthouse in downtown Miami. If it is determined that an employer had knowledge of illegal workers, that employer may be fined up to \$10,000 per person. The individuals arrested today will be served with notices to appear before an immigration court to answer charges of being present illegally in the US. They are being detained at the Krome Detention Centre in Miami.

**PORTSMOUTH, NH** - CGC *TAHOMA* returned to its homeport at the Portsmouth Naval Shipyard following a 48-day law enforcement patrol & the completion of its annual Cutter training period. During the patrol *TAHOMA* interdicted 15 Cuban migrants attempting to illegally reach the US & seized more than \$60,000 in illegal monies. *TAHOMA*'s crew interdicted 8 Cuban migrants 20 miles S of Key West Nov. 6, following a logistics port call only hours before the migrants were spotted travelling N in a 12-ft motorboat. The 270-ft cutter pursued the vessel with 1 of its small boats & with assistance from a Navy cruiser operating in the area. The migrant vessel was stopped & all 8 migrants were safely transferred to *TAHOMA*. The migrants stated they had been at sea for 2 days after departing Mariel, Cuba, Nov. 4th. A week later *TAHOMA* detained 2 Cuban resident aliens suspected of smuggling people from Cuba into the US. The Cutter's crew initially received a report that the vessel was overdue & was directed to proceed to the vessel's last known location. A CG aircraft located the 28-ft Wellcraft anchored off Cay Sal Bank in the south Bahamas. A *TAHOMA* boarding team deployed to ascertain if the vessel was in distress. Upon boarding, the team found 7 55-gallon drums containing over 300 gallons of gasoline. Both crewmembers were detained aboard the Cutter & their boat was towed to Marathon, FL, where it was transferred to the Bureau of Immigration & Customs Enforcement. One detainee was arrested by the Monroe County Sheriff's office for an outstanding warrant. CG Group Key West, Fla., received an initial notification from a local commercial salvager that a 40-ft pleasure craft was disabled 70 miles S of Islamorada, FL Nov. 24. *TAHOMA* was sent to assess the state of the disabled vessel & provide assistance if necessary. The vessel was found anchored off of Elbow Cay, BF, & in no apparent distress. While determining the vessel's condition & sea worthiness, a *TAHOMA* boarding team noticed indicators of potential smuggling throughout the vessel & was granted permission by the Bahamian government to conduct a law enforcement boarding on their behalf. The boarding team soon discovered 6 packages of \$10,000 US currency, each wrapped in cellophane & duct tape. The exact source of the money is still being determined, but it was found hidden between the vessel's fuel tank & hull. All 3 crewmembers were detained by *TAHOMA* & later transferred to CG Station Islamorada for further processing. The Cutter arrived at Naval Station Mayport, FL Nov. 30, to complete the final 2 weeks of its Tailored Annual Cutter Training period. The original 3-week training period in October was cut short due to Hurricane Isabel.

**HOUSTON** - A helicopter crew from CG Air Station Houston medevaced a man from a cruise ship 55 miles S of Galveston. The doctor aboard the cruise ship *Elation* recommended the evacuation of Byron Boehme, 53, from San Antonio, who fractured his leg falling down 2 flights of stairs on the way to the restroom. CG Group Galveston watchstanders despatched the rescue helicopter crew after they were contacted by the *Elation*. The helicopter arrived on scene & hoisted Boehme & took him to the University of Texas Medical Branch in Galveston in stable condition.

**GOODBYE RM SPARKS:** On 1 July 2003 CAMSPAC retired the historic 'sparks' from the rating badge as the CG restructures its work force, replacing that specialty with 2 others: Operations Specialist & the Information Technology Specialist, neither of which will carry the symbolic sparks in its insignia.

**CG NETS:** The CG Radio Amateur SSB Net is on the air each Saturday from 12-1300 ET on 14300 (14313 alternate). At 1300 ET the Net shifts to 14327 & continues, usually for about 30 minutes. Dick Anderson, KE7A, in the Dallas-Ft Worth area, is the NCS. A CW Net with Fred Goodwin, K7LF, as NCS, is on 14052/7052 & runs simultaneously.

## REUNIONS

**CGC CASCO:** Any former crewmembers who would like to be placed on a mailing list of shipmates & activities that includes a reunion every several years, contact: Gordon C Kelly, P O BOX 141, Lyon, WI 53148.

**AP TRANSPORT (CG-MANNED):** 13-14 June 2004 at Newton, MA. Contact Chuck Ulrich, 35 Oak Lane, New Hyde Park, NY 11040, fone 516 747 7426.

**MEMBERSHIP:** There are 538 members in our club. DE AD4PT 73 & Semper Paratus.