

## Coast Guard Club Newsletter

December 2003

**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.

**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

CGC *ALEX HALEY* returned home following a 6-week deployment to Puget Sound, where the crew underwent a challenging period of training & evaluation. The ship first stopped in Seattle, where a large part of the crew completed team firefighting & damage control courses. Crewmembers learned fire-fighting techniques & had to control flooding in a tank made to simulate an engineering space on a sinking ship. With almost 60 of the 100-person crew on their first assignment to a ship, the learning curve was steep at times. 'I've never been through anything like it before', said Seaman Apprentice Charles Lynch, of Annapolis, MD, 'It really taught me how to work as a team in a tough situation'. Following this training the ship sailed north to Naval Station Everett Washington & began a rigorous 3-week Tailored Ship's Training Availability (TSTA). TSTA is a biennial evaluation completed by all major CGCs. Training teams & watch standers are graded on their ability to conduct drills & training & to accomplish all mission areas including weapons control, navigating in different conditions, towing other vessels, rendering assistance, & combating fires, flooding, & structural damage. The crew of the *ALEX HALEY* performed exceptionally at TSTA, being the first ship in recent years to score perfect marks in all mission areas. 'Similar to fishing vessels alone at sea, emergency drills & all hands knowing how our damage control equipment operates is vital to ensuring we can handle any problem that may come up on our ship or in assisting other mariners', said CDR Craig Lloyd, the ship's CO. A broom is hoisted from the ship's mast signalling that the crew made a 'clean sweep' in all TSTA missions. Such a broom will be flying when the *ALEX HALEY* returns to the CG base.

A woman was taken to Harborview Medical Centre after a car accident in Neah Bay, WA left her with life-threatening injuries. CG Group Port Angeles received a request from the Neah Bay PD to medevac the woman who was reportedly suffering from multiple, life-threatening injuries to her head, neck & abdomen. Due to hazardous weather conditions at Neah Bay, the commercial helicopter provider, Airlift Northwest, was prohibited to conduct the airlift of the 36-year old woman. The CG was able to launch an HH-65A Dolphin helicopter to Neah Bay. The aircraft successfully landed & Neah Bay Medical Clinic personnel released the injured woman to the CG for transport back to Port Angeles. The victim was transferred to the Airlift Northwest helicopter waiting in Port Angeles & was transported to Harborview Medical Centre.

CGC *DALLAS*, homeported in Charleston, SC, seized more than 4,000 pounds of cocaine from a go-fast smuggling vessel in the Central Caribbean, racking up their second successful drug interdiction in the last 10 days. The CG received notification that a marine patrol aircraft was tracking a northbound go-fast. CGCs *DALLAS* & *DILIGENCE*, from Wilmington, NC, teamed up to assume the chase. *DALLAS* launched an Over-The-Horizon small boat to chase down the suspects, who would not stop. The *DILIGENCE* launched their embarked HITRON MH-68A Sting Ray helicopter to chase the vessel. When the helicopter fired warning shots, the crew of the go-fast began to dump bales, of what later tested positive for cocaine, overboard. The vessel stopped & was boarded by a law enforcement team from *DALLAS*, who recovered 64 bales of cocaine, totalling more than 4,100 pounds. The 4 suspects & contraband were turned over to DEA agents in Guantanamo Bay. In the last 50 days, the international, interagency counter drug team has stopped more than 21 major smuggling events in the Caribbean, seizing more than 33,000 pounds of cocaine & 8,000 pounds of marijuana. That is an average seizure rate of 660 lbs of cocaine & 160 lbs of marijuana per day for this period, more than 5-times the seizure rate for all of last Fiscal Year, the period from Oct. 1, 2002 to Sept. 30, 2003.

The CG suspended its search for Dan Hutchinson, Jeremy Giffin, Amanda Player & Dominic Barrows. Sadly, the 4 missing boaters, who were expected to return to the Keaton Beach Marina Saturday evening from a fishing trip 20 miles W of Keaton Beach, were not located after an extensive search that included boats Cutters, airplanes helicopters from CGAS Clearwater, FL, & Aviation Training Centre Mobile, AL, & help from the Air Force & the Fish & Wildlife

Conservation Commission. A Good Samaritan located their 20-ft Sea Craft boat capsized & debris within the search area 51 miles S of Keaton Beach, FL. The debris included several unused flares & lifejackets. The boat was towed to shore by the FWCC. The 6-day search consisted of 53 sorties totalling more than 47,000 square miles, an area the size of New York.

The CGC *POLAR SEA* departed Pier 36 Seattle to take part in Operation Deep Freeze 2004, an annual mission in escorting resupply vessels to McMurdo Station, Antarctica. *POLAR SEA*'s crew will assist National Science Foundation scientists in oceanographic research while in the region. The *POLAR SEA* will operate jointly with CGC *POLAR STAR* in Antarctica. During the 5-month deployment, *POLAR SEA* will make port calls in Hawaii & Australia. The *POLAR SEA* is expected to return mid-April, 2004. For more information about the ship or mission contact Ensign Jessica Yoo via email at [jyoo@polarsea.uscg.mil](mailto:jyoo@polarsea.uscg.mil)

CG boarding teams from the CGC *NAUSHON* & CG Stations Ketchikan Juneau terminated the voyages of 2 FVs & intercepted an intoxicated boater in Southeast. A CGC *NAUSHON* boarding team conducted a random safety boarding aboard the 32-ft fishing vessel *Tsunami*, based out of Seattle, in Clarence Strait. During the boarding it was discovered that the vessel had the correct number of survival suits onboard but 2 of them were unserviceable. The crew of *NAUSHON* terminated the vessel's voyage for safety reasons & escorted them to Nichol's Passage where the *NAUSHON* was relieved by the 47-ft motor lifeboat & crew from CG Station Ketchikan who escorted the *Tsunami*'s crew into Ketchikan. A boarding team from CG Station Juneau terminated the voyage of an unnamed vessel, Alaska documentation number AK4232AA, for an insufficient number of life jackets onboard for the number of crewmembers aboard. The vessel had no type III or type IV. They were escorted to Juneau. The CG Command Centre in Juneau received a call from residents of Pennock Island reporting a gill netter operating erratically. A boarding team from CG Station Ketchikan intercepted the *Quicksilver*. The boarding team escorted the vessel to Ketchikan where police took custody of the operator. Personnel from Marine Safety Detachment Ketchikan will handle the follow up work on the vessel terminations & investigate the *Quicksilver*. *NAUSHON* is a 110-ft patrol boat based out of Ketchikan.

The CG rescued a surfer who was pulled out to sea by a rip current at Fort Canby State Park, WA yesterday afternoon. A 47-ft motor lifeboat from CG Station Cape Disappointment & HH-60 helicopter from CG Group/Air Station Astoria diverted from training & responded to Marciel Quiros, 22, who was in distress. The crew of the motor lifeboat pulled Quiros out of the water. Quiros was with 3 friends who also were caught by the rip current but swam back to shore. All the surfers were wearing their wet suits & required no medical assistance. CG reminds all recreational surfers & swimmers to know the dangers of the waters they swim in. Benson Beach at Fort Canby State Park is known to have dangerous rip tides.

CG Marine Safety Office Charleston (MSO) is increasing pollution patrols along the South Carolina coast & asks local citizens to help by reporting spills to the National Response Centre (NRC). 'Patrols have been increased in response to a jump in small, unclaimed "mystery" oil spills along the coast', says LT Kevin Floyd, Asst Chief, Port Security & Operations Dept at MSO Charleston. Citizens seeing oil spills or other pollution should contact the NRC immediately at 800 424-8802. Incoming calls to the NRC will be directed to the local CG and/or EPA office for that region. You can also access the NRC on the web at [www.nrc.uscg.mil/nrchp.html](http://www.nrc.uscg.mil/nrchp.html) for more information. Calling in pollution information quickly & efficiently allows response agencies to formulate a rapid & effective plan to contain & mitigate the effects of spills. Minutes count when responding to a suspected pollution incident. Additionally, the information you call in allows the CG to gather evidence & build a stronger case against polluters.

**GOODBYE RM SPARKS:** On 1 July 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.

**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.

**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 537 members in our club. DE AD4PT 73 & Semper Paratus.