

COAST GUARD CLUB NEWSLETTER

December 2001

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>, www.jacksjoint.com & www.fredsplace.org. If you can receive e-mail files & would like an e-mail copy of this Newsletter each month, please contact me.

E-MAIL: My address is CGC@triad.rr.com & ad4pt@arrl.net. Members of the **Coast Guard Club** who have e-mail service, please let me know & I will add you to Appendix E of the call book. Additionally, Dick Anderson, ke7a@gte.net, & I need to know when you obtain, cancel, or change providers or addresses. After I changed providers from JUNO to Road Runner, I sent a message to all members who have e-mail & found that about a dozen had invalid addresses on record. Please take a look at Dick's Coast Guard Club page at <http://home1.gte.net/ke7a/index.htm> to ensure your address is listed correctly. You may also go to www.qrz.com & look up KE7A to link up or Search "USCG amateur radio operators net".

Operations

The U.S. Customs service notified the CG that they had detected a go-fast boat heading north through the Anegada Pass SW of St. Maarten Saturday. The CGC *CUSHING* pursued the suspect vessel until a U.S. Custom's Service aircraft arrived on scene. British Virgin Island officials intercepted the vessel 12 miles N of St. Thomas, U.S. Virgin Islands. A CG HH-65 Dolphin helicopter located 15 to 20 bales of cocaine, & the CGC *CUSHING* recovered 12 bales weighing 660 lbs. British Virgin Island authorities transported the go-fast boat & the suspects to Tortola. In a 2nd incident a CG C-130 aircraft spotted a go-fast boat with 4 people on board approx. 130 miles SE of Jamaica Sunday. The Dutch frigate *Willem Van Der Zaan* launched its helicopter. The helicopter crew noticed the go-fast occupants jettisoning packages. The *Willem Van Der Zaan* arrived on scene & sent a CG law enforcement detachment boarding team to the suspect vessel. The master of the go-fast boat claimed that the vessel was registered in Colombia; a claim Colombian authorities could not confirm. The CG Law Enforcement Detachment that was on board the *Willem Van Der Zaan* recovered 12 bales of cocaine weighing 660 pounds from the suspect vessel. The *Willem Van Der Zaan* transferred the go-fast boat, prisoners & their illicit contraband to the *MOHAWK*. The crew of the *MOHAWK* destroyed the go-fast boat after it filled with water & became a hazard to navigation.

The CG will disperse water from an HC-130 Hercules aircraft today with an Airborne Dispersal Deployment System. ADD systems are used to deploy dispersants that are composed of detergent-like surfactants that break up oil slicks into small particles. Oil disperses naturally into the water column. The dispersant just speeds up the process. The Clean Caribbean Cooperative has supplied the ADDS for the training. The C-130 will disperse water off shore east of Dania Beach. The training is necessary for the CG to be "Always Ready" for all of its missions.

A CG rescue helicopter crew airlifted a hunter who became lost on Prince of Wales Island. The CG Jayhawk helicopter crew rescued 19-year-old Petersburg resident Nathan Hardin near Salmon Bay Lake. Salmon Bay Lake is located about 50-miles south Petersburg. Hardin used a VHF-FM radio to contact the CG & report that he became separated from his hunting group. According to CG search & rescue coordinators here, rugged terrain stretching nearly 3-1/2 miles prevented Hardin from reaching the road system. Rescue coordinators also expected temperatures to plunge from 45 degrees to as low as 30 degrees, prompting them to divert the rescue helicopter crew. The rescue team transported the uninjured Hardin to Sitka.

CG aircraft from Cape Cod & a CGC from Portland quickly responded to a call for help from a 44-foot fishing vessel 120 nautical miles east of Cape Elizabeth, ME. The fishing vessel *Closer Look*, with 4 crewmen onboard, reported they were taking on water & in danger of sinking. A CG HU-25 Falcon jet & CG HH-60 Jayhawk helicopter quickly responded to the call for help. CGC *JEFFERSON ISLAND* was on a routine patrol & was diverted to assist. In addition, the fishing vessel *Amy Filbert* & the tanker *Irving Artic* diverted their course to assist the *Closer Look*. Offshore weather conditions were reported to be 20-25 knot winds & 4-6 foot seas. "Night time rescue operations offshore is probably the most dangerous mission we perform" said LTJG Tony Soliz, Operations Officer for CG Group Portland. "It is a credit to the women & men in CG rescue operations that they can "routinely" perform these missions safely & save lives." The helicopter delivered a dewatering pump that helped prevent the fishing vessel from sinking. The F/V *Amy Filbert* arrived shortly thereafter & remained on-scene with the *Closer Look* until the CGC *JEFFERSON ISLAND* arrived. CG officials say that preparation by the fishermen allowed for a successful rescue. "Once they were in trouble, these men apparently did everything correctly," said Soliz. "They placed a call for help, donned their survival suits, activated their life-raft, & had their emergency beacon ready to activate. I'm sure it will be a thankful Thanksgiving for these families."

CG special agents, FBI, & Montebello Police officers arrested Robert Fuentes, 43, of Montebello Nov. 9th in connection with the theft of 17 digital line phone cards from the CG. A former employee of a telephone sub-contractor, Fuentes is being charged with Nov. 3 theft of government property by the U.S. Attorney. The cards were valued at more than \$20,000 & are expected to be recovered. He faces a possible 10 years in prison &/or a \$250,000 fine for his offence.

Since September 11, the CG has implemented procedures to increase security in U.S. seaports. Vessels entering this country must notify the CG 96 hours in advance instead of the previous 24 hours. This extra time allows the CG to conduct a risk assessment on the vessel, the crew & the cargo. Based on this assessment, the CG will take appropriate action, which may include a boarding by CG inspectors, the establishment of a security zone for high-interest vessels, escorting the vessel or placing CG sea marshals onboard the vessel. These procedures were implemented for the CG's immediate response to the terrorist attacks. For the long-term, the CG has met with U.S. Customs officials in Boston & Washington, D.C. to discuss the concepts in CG Commander Steve Flynn's studies. Security experts like Flynn, who is also a senior fellow at the Council on Foreign relations in New York City, have been studying this situation & have been developing proposals to address these security concerns. The CG recognises that cargo being shipped into this country remains vulnerable. In response to these concerns the CG will continue to meet with Customs & other agencies to develop plans to address these vulnerabilities. To make the Maritime Transportation System as safe & as secure as possible while continuing to allow the efficient flow of commerce into this country requires a public-private cooperation. This cooperative effort will involve the maritime industry, the CG, Customs, other federal agencies, state & local governments, & agencies from other countries.

A NEW MACKINAW: [From Dave Walker, W8DON]. Secretary of Transportation Norman Y. Mineta today announced that the USCG has awarded a \$82,474,830 contract to Marinette Marine Corporation for the design & construction of a new heavy icebreaker & multi-mission vessel that will be delivered in October 2005 & homeported in Cheboygan, MI. "It is appropriate to name the new multi-mission vessel MACKINAW in tribute to the heavy icebreaker, which currently bears that name & has served the Great Lakes since 1944," said Mineta. The new MACKINAW is a 240-foot multi-mission heavy icebreaker that has a maximum beam of 60-feet & carries a crew of 50. It possesses an advanced propulsion plant, state-of-the-art bridge & machinery technology & the latest communication systems. "The advanced power plant & design of this vessel provides it with greater versatility & maneuverability than the present vessel. This means it will be a valuable workhorse throughout the year—one that will conduct a variety of essential missions in an efficient & effective manner," said Mineta. Besides being able to break 32 inches of layered ice at 3 knots, the vessel will service floating aids to navigation as well as conducting search & rescue, law enforcement, environmental protection, national security & national defense missions. The decision to replace the current MACKINAW was made after thorough examinations & assessment of Great Lakes transportation needs. These surveys validated the benefits associated with having a heavy icebreaker operating on the Great Lakes, especially when it can perform multiple missions.

USCG RESERVES — Over 2800 Reservists have been called to active duty in support of Operations Noble Eagle & Enduring Freedom. Unlike the Army, Air Force, Navy, & Marine Reserves who are organised into large units, most CG Reservists train & drill with CG field units & blend in with the regular active duty forces to perform the myriad security, safety, & emergency response missions. One exception is the CG's 6 specialised Port Security Units which are self-contained rapid response units trained primarily in port & waterway security. 4 of the PSUs were used to help patrol New York, Boston, Seattle & Long Beach ports in the weeks immediately following the September attacks.

JACKSONVILLE — The crew of the CGC DRUMMOND seized 2,500 pounds of rock shrimp from the 76-foot fishing vessel *Lady Beth* after the vessel was located in the closed fishing area known as the Oculina Bank. DRUMMOND's law enforcement team boarded the shrimp boat & also discovered the vessel had an insufficient number of life jackets aboard along with two illegal migrants. The DRUMMOND terminated the voyage of the *Lady Beth* & escorted the ship to Port Canaveral. Once in port, agents met the ship & took custody of the seized shrimp. The rock shrimp will be sold at fair market value & the proceeds will be held in escrow until the outcome of the case is determined. The two illegal migrants were transferred to U.S. Border Patrol agents.

CGC McLANE RESTORATION: Jim Gill, K6IRR, is trying to obtain information regarding the types of radio gear about the WSC (125-ft. Cutter class) during the 1940s and where replacement equipment for this period may be found. Jim may be contacted at pdp@cts.com.

COAST GUARD CLUB CALL BOOK: It is bound in a spiral binder & includes the latest changes, which includes a Certificate of Membership in the **Coast Guard Club** suitable for framing. As of today the book is 1" thick. If you want a copy of the call book, send a cheque for \$15.00, which includes postage, payable to **Don Gardner**. (Sold to CGC members only.)

COAST GUARD NETS: The Coast Guard Radio Amateur SSB Net is on the air each Saturday from 1200-1300 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.

COAST GUARD STORIES: Check Out: **Jack's Joint**, www.jacksjoint.com/, which has interesting Coast Guard short stories & scuttlebutt. I used selected short stories from this site for my version of **Coast Guard Stories, Vol. I & Vol. II**. I will print the volume(s) for you on my printer, put it in a spiral binder & send you a copy postage paid for \$19.95 each, or \$39.00 when both volumes are ordered. These volumes are on file at USCG Hq. in care of Dr Browning, the Coast Guard Historian. Dr Browning advised they will be kept in a place of honour in the Public Affairs Office. Volume III has just begun & is in need of stories from Coasties. If you have something interesting to write regarding & incident or memories of your time in the 'Guard', please send it to me by e-mail, diskettes, or a paper copy. Don't worry about spelling, punctuation, or whatever.

QUA? If you have a news item of interest to our members, especially reunion information, please send it in. Want to swap, sell, trade ham gear?

COAST GUARD PRODUCTS: Shop at the Academy Exchange, www.shopcoastguard.com/acatalog/. The Coast Guard flag can be bought there.

CGC CAMPBELL: Reunion 15-18 May 2002 Charleston, SC. Contact James Kelly, VP, USCGC Assn., W32-@909, fone 860 848 1160 or email jkelly@uconnect.net.

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.

CGC ROCKAWAY: Reunion 26-28 April 2002 at Orlando, FL. Latest news & updates check www.ccnnews.net/rockaway/index2.htm. For more information contact Chief Harris 602 274 8980, email tio@inficad.com or Frank Carlsson adselinc@aol.com

SURVIVORS OF THE USS ALEXANDER HAMILTON (CG) reunion will be held 27-29 January 2002 in Baltimore. A special ceremony is planned on 29 January aboard sister ship CGC TANEY. For further info. contact Mike Walling at work 617 443 2617, or home 978 562 9873, or e-mail mwalling@military.com.

MEMBERSHIP: There are 495 members in our Club as of 21 November. We are striking for 500 by the end of 2001! de AD4PT.