

WATER SAFETY | COAST GUARD IN SPACE | NEW SPECS

Coast Guard

OFFICIAL U.S. COAST GUARD MAGAZINE
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LEADERS OF THE NEW FLEET

FRC CREW TAKES CHARGE OF
FIRST SENTINEL CLASS CUTTER

HERO FOR A DAY: AIR
STATION MAKES CHILD'S
WISH COME TRUE

PREVIEW: COAST GUARD
ALASKA SEASON 2

+ CG-6535 MEMORIAL

BORN READY MANIFESTO

SOME OF US WERE BORN READY.
 WE JUMP RIGHT IN. WE STEP RIGHT OFF.
 WE LOOK AT THE WORLD AND SEE ONE BIG GREEN LIGHT.
 WE DEFINE OUR LIVES BY ACTION. CHALLENGES MET. OBSTACLES OVERCOME.
 AND WE LIKE TO BE AROUND OTHER PEOPLE LIKE US.
 PEOPLE WHO WERE BORN READY.
 THE U.S. COAST GUARD WAS BORN READY.
 IN 1790 WE HUNG OUT A SIGN THAT SAID, BRING IT ON.
 AND THE CALLS HAVE NEVER STOPPED.
 WE ARE AN ARMED SERVICE.
 WE ARE A LAW ENFORCEMENT AGENCY.
 WE ARE THE MEN AND WOMEN WHO YOU LOOK FOR IN YOUR DARKEST HOUR.
 AND THE SEA INVENTS NEW ONES FOR US DAILY.
 IF YOU LOOK AROUND YOU AND SEE A COUNTRY WORTH PROTECTING.
 IF ADRENALINE IS SOMETHING YOU CAN'T LIVE WITHOUT.
 IF YOU ARE YOUR OWN CAPTAIN, BUT WOULDN'T MIND SERVING ANOTHER.
 IF YOU WERE BORN READY.
 THEN WE MIGHT BE THE RIGHT PLACE FOR YOU.
 FIND US.

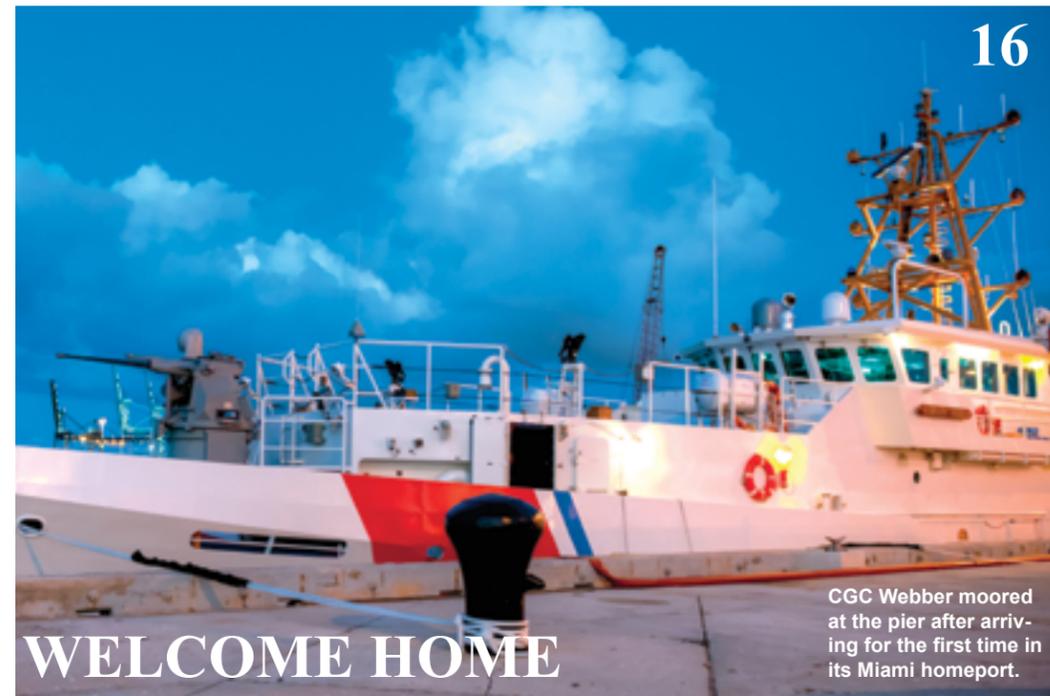


COAST GUARD
COAST GUARD RESERVE
 BORN READY



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ON THE COVER | LCDR Herb Eggert and LTJG Justin Fellers at the pier at Base Support Unit Miami where the CGC Webber will be homeported. The Webber is the first Sentinel-class fast response cutter. U.S. Coast Guard photo.

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From the Helm



**Coast Guard Commandant
Adm. Bob Papp**

Shipmates,

The president released his proposed fiscal year 2013 federal budget on Feb. 13. This request includes \$9.97 billion for the Coast Guard to support our personnel, recapitalize our fleet, and conduct operations.

Our nation has made hard decisions to cut our deficit, including reductions in defense spending and our department's spending, and will likely include reductions in Coast Guard spending. This challenging environment will require us to identify efficiencies, eliminate redundancies, and reinvest savings in the highest priority activities.

We will do this in a deliberate way that ensures we deliver the level of Coast Guard services our nation needs, targeting reductions in certain areas while investing in key initiatives to rebuild our service. These decisions will provide the Coast Guard with the capabilities and force structure it needs for the next 40 years, and the tools you need to perform our missions safely and successfully now.

The budget requests \$1.2 billion for acquisition, construction and improvements to responsibly rebuild the Coast Guard, including a sixth national security cutter, one HC-144A maritime patrol airplane, and four more fast response cutters. We will continue design work on the offshore patrol cutter and begin pre-design work on a new polar icebreaker to replace Cutter Polar Star. Funding is also included for airplane and helicopter sustainment projects, shore infrastructure improvements, and information technology system enhancements.

The budget includes another \$6.79 billion in operating expenses to efficiently preserve front-line operations. These funds are used for your pay, health care benefits, and pay raises proposed in 2013. They also support unit operating costs, training, and maintenance of assets.

Finally, this request enables us to prepare for the future. The Arctic is a strategic national priority due to increasing energy exploration, and maritime commerce in the region. We will make improvements to infrastructure in Alaska that will support current and future operations in the Arctic.

As we bring new assets and systems into service, we will decommission two high endurance cutters, three 110-foot patrol boats, and retire three HU-25 airplanes. The decommissioning of these assets and tightening of staffs in the budget will reduce our personnel strength by more than 1,000 people. We are committed to ensure the service implements human resource policies to best manage these reductions and will look at all options to minimize impacts to our people.

These budget priorities will not only ensure that our service provides superior value to the nation that the public expects from us today. They will also ensure we have the capabilities needed to conduct operations and remain Semper Paratus – Always Ready in the decades ahead. Stand a taut watch.

Semper Paratus

Editor's Note: Funding for Coast Guard mandatory and minor appropriations are not included in this article.



**Master Chief Petty Officer of the
Coast Guard Michael Leavitt**

Testimony (March 7, 2012),

"I continue to be humbled and amazed by the sacrifice, dedication, and commitment I see every day by our Coast Guardsmen and for the unwavering support they receive from their families and loved ones, which allows us to better serve our Nation to the fullest extent.

Our dedicated Coast Guard men and women are working hard every day to protect our nation's interests. We are overseas, we are on the high seas, we are on our nation's waters, we are in our nation's ports and waterways, manning our operations centers and working with local agencies and industry so we can help keep our nation secure. Right now, our brave Coast Guardsmen are out in the maritime environment, saving lives, protecting property, conducting law enforcement, setting and working buoys, breaking ice, and so much more. I couldn't be more proud of the men and women in the Coast Guard for the outstanding job they do every day.

For example, just recently the icebreaker, Coast Guard Cutter Healy, completed a grueling 254-day deployment where she and her crew successfully supported important scientific research in the Arctic. But as you know, the Healy was diverted very late in her deployment to escort the Russian-flagged tanker vessel Renda along an 800-mile journey to deliver fuel to the people of Nome, Alaska. As the nation watched, the Coast Guard Cutter Healy fought through severe storms and freezing temperatures to successfully escort the tanker Renda through the ice for a first-ever winter time fuel delivery by sea.

Thank you for your continued support to replace our aging assets with new cutters, aircraft, and boats. As the Master Chief Petty Officer of the Coast Guard, it is my responsibility to look out for our workforce and their families' well-being. The assets requested in our budget will provide our people with highly capable, safer, and more efficient and effective platforms. Not only do these new assets meet our most urgent operational requirements, they also help to greatly improve the quality of life and safety of the men and women that serve aboard and operate them.

As you have heard before, the material condition of our aging cutter fleet is unacceptable. These ships were built over 40 years ago--the berthing areas are cramped with up to 20 people sharing a common area and sanitary facilities. In fact, I served on Coast Guard Cutter Boutwell, a high endurance cutter almost 30 years ago and she was not a new ship then! The mechanical systems require crews to spend countless hours repairing equipment to keep the ship running and this results in lost training opportunities and a decrease in operational proficiency and this negatively impacts the crew's morale. We owe them better..."

Semper Paratus

Editor's Note: Reprinted as a condensed version of MCPOCG Leavitt's testimony on Coast Guard's Fiscal Year 2013 budget request before the House Transportation & Infrastructure Committee. For a full transcript of the testimony, please visit: <http://www.uscg.mil/senior-leadership/DOCS/2012-03-07%20MCPOCG%20Oral%20Statement.pdf>.

Editor's Notes



CONTINUED EXCELLENCE. The Coast Guard Magazine's new look and internal focus has garnered a lot of positive feedback and we appreciate the accolades. We certainly worked hard to give you a product that contains interesting, useful content in an easy-on-the-eyes format. Our staff is dedicated to continue to provide you with the feature stories that you've come to expect from the Coast Guard's flagship publication. Expect some big things from us in our next issue, including a move to an online presence for a more timely delivery of feature content and some new interesting content areas.

NEW CONTENT. In this issue, we take you from Kodiak, Alaska, with behind the scenes coverage of the Coast Guard Alaska television show to an up-close-and-personal visit with the crew of one of our new fast response cutters in Miami. We celebrate the retirement of the notorious "BCG" eyeglasses at Training Center Cape May and even head into space to cover one shipmate's NASA voyage to the International Space Station. Other highlights of the Magazine include:

All Coast and Coast to Coast feature imagery from around the service, including photos from a memorial flight for the crew of CG-6535 in Los Angeles, small boat tactical exercises in Honolulu Harbor, and a safety inspection on board the S.S. American Victory Mariners Museum and Memorial in Tampa, Fla.

Shipmates introduces us to extraordinary people from around the service including Tonya Midgett, a boatswain's mate who pitched in to help her community after Hurricane Irene, and three seamen from Cutter Venturous, whose vigilant watch helped rescue five fishermen in heavy seas.

Destinations highlights what it is like to be stationed on one of our newest national security cutters, the Cutter Stratton, in Alameda, Calif.

Q&A gives us a glimpse into the personal side of two of our own. This month, we get to know Lt. Jason Hagen, the commanding officer at Station Washington,

D.C., and Petty Officer Emily Schwartz, a machinery technician on the Cutter Dallas.

Letters from Home recognizes the families of those Coast Guardsmen who deploy to keep our country safe, including: Chief Petty Officer Collins and Petty Officers Rodriguez, Dunn, Jr., Converso, and Riley.

FEEDBACK & SUBMISSIONS:

As promised in the last issue, here are a few of the comments that we've received in the past months about our efforts (don't worry no attribution is given). We respect and appreciate honest feedback and hope to hear more about what we're doing right and what we need to improve.

"The Shipmates, Destinations, Officer & Enlisted Q & A, and Letters from Home sections are especially well done...gives the magazine a very personal touch that really connects with the field."

-Thanks, we really tried to think of the best way to showcase the Coast Guard's most prized asset: its people! If there are any other features that you want to see, send those ideas our way.

"...as the Department Head for 150 Prevention personnel at a major Sector, I was disappointed that there was virtually nothing in the magazine featuring anything other than cutters, boat forces, and aviation. If this were my only source of information about the Coast Guard, I'd have no idea that anyone in the CG did anything except fly planes and drive boats/ships."

-Great feedback! Although a lot of our operations involve planes, boats, and ships, there are countless stories to be told of our less "glamorous" missions. The trouble is we can only run features on what we know about. I challenge all people who don't think their stories are getting told to break out their cameras and write up a feature on the great work that they are doing every day around our service.

Your feedback and story submissions are always welcome. Email us at cgmag@uscg.mil with the subject heading COAST GUARD MAGAZINE.

Coast Guard

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JAN/FEB/MAR, Spring Edition 2012

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**ALL
COAST**

LOS ANGELES
- An MH-65C Dolphin helicopter crew from Air Station Los Angeles conducts a flyover of the Point Vicente Lighthouse, March 18, 2012, as part of a memorial service for Chief Petty Officer Fernando Jorge.

Photograph by
PA1 Adam Eggers



**ALL
COAST**

HONOLULU

- Station Honolulu crewmembers conduct boat tactic exercises in Honolulu Harbor March 14, 2012. The training is necessary to ensure every member has the knowledge to perform their roles in protecting waterways and ports.

Photograph by
PA3 Angela Henderson



**ALL
COAST**

**ATLANTIC
OCEAN** - Fireman Annie Waller attaches a chain fall to a failed reduction gear lube oil pump in the engine room aboard the Cutter Dallas Feb. 10, 2012.

Photograph by
**PA2 Patrick
Kelley**



**ALL
COAST**

ATLANTIC OCEAN – Crewmembers of the Cutter Tampa scramble to the tie-down straps to an MH-65 Dolphin helicopter on the flight deck Feb. 12, 2012. Medium-endurance cutters deploy helicopters to increase patrol range and visibility.

Photograph by
PA3 David Weydert



**ALL
COAST**

CLEARWATER,
Fla. – Capt. John Turner, commanding officer of Air Station Clearwater, speaks with Al Roker during a live broadcast March 21, 2012. A new Weather Channel series called “Coast Guard Florida” is scheduled to premiere in Oct. 2012.

Photograph by
PA3 Michael De Nyse



FIRST
FRC
SAILS INTO
MIAMI

STORY BY PA3 SABRINA ELGAMMAL



A crowd armed with cameras gathered on the pier and waited anxiously to capture Coast Guard history in the harbor.

Two small children, Sidney and Mitchell Eggert, became restless as they waited to spot their dad's ship on the horizon.

A slight drizzle of rain sprinkled the crowd, but not even a little adverse weather could change their spirits today.

As time passed, the crowd began pointing at a faint sighting of a Coast Guard Air Station Miami MH-65 Dolphin helicopter hovering over a slowly-moving white vessel.

As the boat grew larger on the horizon and closer to the pier, there was no mistaking the U.S. Coast Guard mark over the red and blue racing stripe.

Coast Guard crewmembers on the pier began to zip up their lifejackets, fasten their rain gear and don their hard hats as they watched one of the Coast Guard's newest cutters make its approach to the pier.

Mooring commands sliced through the rapidly-growing din of the gathered crowd as vibrant new white mooring lines were cast over to the line handlers on the pier. Once the lines were secured

to the bollards on the pier, the engines were turned off and all electronics were shutdown.

The delivery of the Coast Guard's first Fast Response Cutter was complete.

The Coast Guard Cutter Bernard C. Webber secured from sea and was officially welcomed to its new homeport at Base Miami Beach.

"This is an experience that will stay with my wife, kids and me for the rest of our lives," said Lt. Cmdr. Herb Eggert,

"WHAT WE LEARN DURING THE SEA TRIALS AND FIRST COUPLE OF OPERATIONS PATROLS WILL THEN BE PASSED TO THE FUTURE FRC CREWS, BUT IT'S OUR CREW WHO GETS TO SET THE STANDARD."

commanding officer of the Webber. "It is a great privilege to be able to ride the cutter in on its first voyage and deliver it to the proud crew that worked so hard to make this day possible."

The cutter Webber is the first Sentinel-class Fast Response Cutter (FRC) to be delivered to the Coast Guard and is scheduled to replace the aging Island-class 110-foot patrol boats.

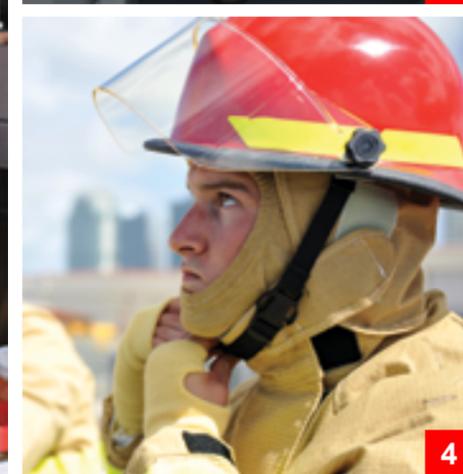
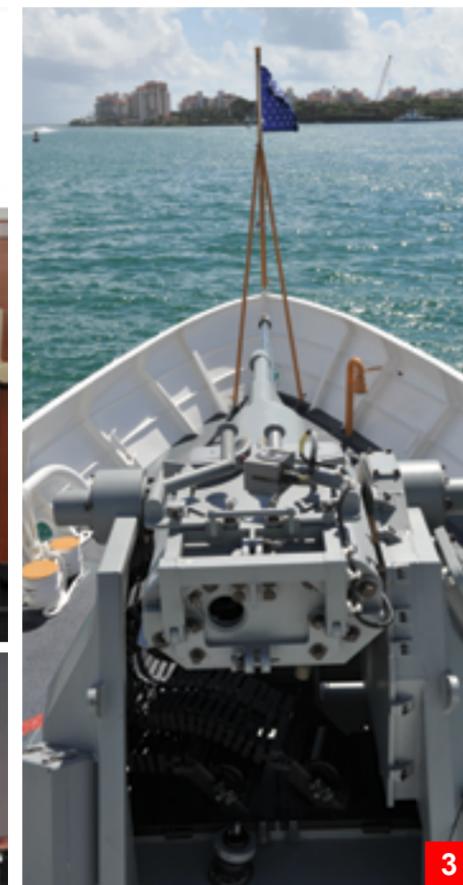
"The 110-foot patrol boats were a great asset to the Coast Guard fleet, but were pushed way past their expiration date," said Capt. Chris Scraba, commander, Coast Guard Sector Miami. "The fast response cutters will update our patrol boat fleet with great speed and will be a critical asset in performing the multi-missions carried out by the crewmembers of the 7th Coast Guard District."

At 154-feet, the Webber will be able to deploy independently to conduct missions such as ports, waterways, and coastal security, fishery patrols, drug and migrant law enforcement, search and rescue, and national defense operations along the Florida straits, Gulf of Mexico and throughout the Caribbean.

"The 24-member crew is composed of four officers, two chief petty officers, and 18 enlisted members," said Eggert. "The



1
Above & Below
GM2 Andrew Rauss operates a new targeting system (1) while FS1 Anthony Ciurlino prepares lunch on the Webber (2). The gun (3). BM2 Michael Desormeaux puts on firefighting gear during SEOPS training (4). DC2 Leonardo Aspuru prepares to open a hatch during a drill (5).



crew ranges in many different experience levels from seasoned cuttermen to junior members straight from basic training."

The Webber's crew spent the last year deploying back and forth from the boat yards in Lockport, La., to the pre-commissioning detachment at Coast Guard Air Station Miami.

During this time, each crewmember received comprehensive training at different schools to learn the individual systems and machinery they will be responsible for operating.

"The next step for this crew is to bring everything we learned as a crew together in a cohesive way," said Chief Petty Officer Jason Cuff, cutter Webber's operations boss. "What we learn during the sea trials and first couple of operations patrols will then be passed to the future FRC crews, but it's our crew who gets to set the standard."

The Coast Guard currently expects to take delivery of one cutter per quarter until the first six FRCs are delivered to Miami.

The next six FRCs are scheduled to

be delivered to Coast Guard Sector Key West, Fla.

Each FRC will be named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty.

The lead cutter is named for Bernard C. Webber, a motor lifeboat coxswain from Station Chatham, Mass.

Webber and his crew of three rescued 32 crewmembers from the stricken tanker *Pendleton* during a horrific storm off the coast of Massachusetts on Feb. 18, 1952.

He and his crew were awarded the

Coast Guard's Gold Lifesaving Medal for their efforts.

"The motto of the Coast Guard Cutter Webber is, 'Determination heeds no interference,'" said Scraba. "And that really epitomizes Bernard C. Webber and the spirit we are trying to get the first crew to also have -- that same spirit of determination and courageous feats -- that they will be able to accomplish anything despite the interferences they might come across."

The Webber is scheduled to be commissioned April 14, and the crew is working diligently to get the cutter furnished

"DETERMINATION HEEDS NO INTERFERENCE."

and ready to become the next operational cutter in the Coast Guard fleet.

"The crew feels a sense of accomplishment now that we finally brought the cutter to its homeport," said Eggert. "Some of the family members of the crew came out to the cutter when it was being built in the yard. Now they stand on the pier at Base Miami Beach and feel the same pride and accomplishment the crew does, because they are all part of Coast Guard history." ♣

Bernard C. Webber, coxswain of motor lifeboat CG-36500, from Station Chatham, Massachusetts, and his crew of three rescued the crew of the stricken tanker Pendleton, which had broken in half during a horrific storm on Feb. 18, 1952 off the coast of Massachusetts. Webber maneuvered the 36-footer under the Pendleton's stern with expert skill as the tanker's crew, trapped in the stern section, abandoned the wreck of their ship on a Jacobs ladder into the Coast Guard lifeboat.

Webber and his crew of three, EN3 Andrew Fitzgerald; SN Richard Livesey; and SN Irving Maske, saved 32 of the 33 Pendleton's crewmen who were on the stern section of the ship. All four Coast Guardsmen were awarded the Gold Lifesaving Medal for their heroic actions. Their successful rescue operation has been noted as one of the greatest in the history of the U.S. Coast Guard.

Webber joined the Coast Guard in 1946 and rose to the rank of Chief Warrant Officer during a distinguished 20 year military career that included a tour in Vietnam. He was also a veteran of the Merchant Marine during World War II. He died in 2009.



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1

Legacy

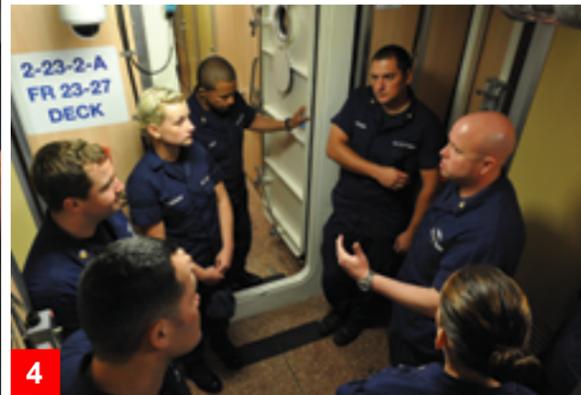
A painting of the rescue of the tanker Pendleton crew (1). MK1 Robert Rodriguez inspects the new cutter engines (2). Cutter Webber underway (3). MKC Christopher Terry trains the Webber crew (4). Mast of the Cutter Webber with SOPA pennant (5).



2



3



4



5



A portrait of then Petty Officer Bernard C. Webber



TV SERIES

COAST GUARD ALASKA

*Brand new season of Weather Channel's
Coast Guard Alaska debuts in April*

STORY BY PA3 JONATHAN LALLY

Alaska is a place of rugged mountains, beautiful scenery and dangerous environmental conditions. Fishermen from across the nation come here to fish in some of the most treacherous waters in the world. Hunters also venture to Alaska to take game in extremely remote areas and challenging terrain.

When they get into trouble at sea or in coastal regions, they rely on the nation's maritime first responders, the Coast Guard.

Midway through the summer of 2011 Coast Guard units in Alaska began seeing boom microphones, cameras and production crews.

These crews, from Al Roker Entertainment, were in Alaska gathering footage for the Weather Channel's new documentary television series, "Coast Guard Alaska."

In any filming project, challenges are encountered, and it takes a team effort to overcome them. Both the film crew and the Coast Guard crewmembers hit snags along the way.

"There was a learning curve when we got here, learning the language and ranks of the men and women in the Coast Guard, but they helped us understand everything so we could better tell their story to the public," said Tom Langan, series producer for Al Roker Entertainment. "Some other challenges we faced were getting audio in the aircrafts because helicopters and an HC-130 Hercules airplane aren't exactly

quiet inside."

Petty Officer 1st Class Scott Gordon, an aviation survival technician at Air Station Kodiak, said one of the common challenges the aircrews ran into was room inside the helicopter and whether or not they could take the film crews with them.

He said sometimes it just wasn't feasible to take the film crew, as they needed all the available space for the survivors or medevac patients.

"Coast Guard Alaska" had seven episodes in season one, covering multiple rescues, medevacs, off-duty home life and other Coast Guard units throughout Alaska.

The first episode of the documentary series premiered a successful rescue of four adults and one teenager from a sinking boat north of Kodiak, Alaska.

The episode also covered the rescue swimmer airman candidate program, where anyone in the Coast Guard interested in becoming a rescue swimmer can train with qualified swimmers at an air station for four months.

Viewers were also given an inside look at the home life of those members stationed in Kodiak. Overall, the episode shows the public what a typical day is like for the Coast Guard in Alaska.

Originally the show started with just the Kodiak-based air station crews, but by the end of the first season it had expanded to other units throughout Alaska.

The film crews covered the actions of the aircrews, life aboard a Coast Guard

Photo by PA2 Charly Hengen



Courtesy photo Weather Channel

cutter in the Bering Sea, the daily routine at a small boat station in southeast Alaska and the home life of off-duty members.

To show America what underway life is like, the film crew went to the Bering Sea aboard the San Diego-based Coast Guard Cutter Sherman.

Passageways aboard a cutter are narrow and space is limited to move around in, but the film crew worked with the cutter's crew to tell their story at sea.

"The film crew worked closely and seamlessly with our crew, involving themselves in all of our operations from small boat activities to going down to the engine room for rounds and being a part of crew training," said Cmdr. Simon Maple, executive officer of the Sherman. "They used multiple cameras placed throughout the cutter to get the footage of our daily operations so they were not hindering the



crew while telling our story."

In Alaska, weather is unpredictable and ever-changing, making it difficult at times to get assets and personnel from one location to another.

The production crew had to keep this in mind while travelling and filming the units throughout Alaska.

As a team working with the Coast Guard, the filming process had good and bad moments. Some of those moments helped remind those being filmed that

their daily work makes a difference.

"I think one of the best moments I had during the filming process was during a medevac case of a crewmember from a tanker where I was lowered from the helicopter to the deck of the ship in some challenging sea conditions," said Gordon. "The reward for me from that case was the cameraman's reaction of awe to the whole thing, and it reminded me what I consider normal or mundane operations is something not everyone in the country gets to see happen."

The team of Coast Guardsmen and film crews who helped produce the series conducted approximately 300 camera interviews and filmed more than 600 hours worth of video footage.

The hard work of the team involved in the filming process, both Coast Guard and film crews, resulted in ratings for the show peaking at 227,000 viewers for first run episodes, which was a 211% increase from November 2010 and a 91% increase from the premiere of the show. Coast Guard Alaska, season 1 allowed the service to reach approximately 10 million U.S. viewers cumulatively. Also there were more than 326,000 video views online and the show has a following of more than 43,000 people on its Facebook page.

The successful show was picked up by the Weather Channel for two additional seasons, and film crews have returned to Alaska to continue to capture the missions and stories of the Coast Guard. Coast Guard Alaska has spawned another Weather Channel docu-series, Coast Guard Florida, which will debut in October.

"The men and women in District 17 who toil so long and face unimaginable challenges in the world's most inhospitable environment are heroes," said Cmdr. Sean Carroll, head of the Coast Guard Motion Picture and Television Office in Los Angeles. "When Americans tune-in and see our members standing the watch in Alaska, they are watching the story of our entire service." ♣

Photo by PA1 Kurt Fredrickson





LCDR Dale Taylor



LTJG Thomas Cameron

Remembering

Shipmates



AET3 Andrew Knight



ASTC Fernando Jorge

PERSONAL

MAKING A WISH COME TRUE

Aviation Training Center Mobile promotes kid to hero for a day

STORY AND PHOTOGRAPHS BY PA3 STEPHEN LEHMANN

U.S. Coast Guard crewmembers have served their country with honor, respect and devotion to duty since the first revenue cutter took to the water, but if there's one trait that could sum up the reputation of the entire service, it might just be courage.

Nov. 7, 2011, the crewmembers of Coast Guard Aviation Training Center Mobile, Ala., met a person whose bravery matched and exceeded their own.

Luke Wiedeman has lived with a brain tumor for more than three years. He's been through tests, scans, surgeries and chemotherapy.

Through it all, he's kept his smile, even when dealing with procedures that are far from comfortable.

Luke's mom, Janet Wiedeman, wrote the following in his blog:

"We've met numerous medical professionals over the last few days. They always ask Luke if he has any questions. He usually has at least one serious question plus his favorite: 'Tallahassee is a city in Florida. How do you spell that? You can tell a lot about someone by how they respond to a 9-year-old boy's jokes. In case you're wondering ... the answer is t-h-a-t.'"

The summer of 2011, Luke encountered many dramatic ups and downs.

From bad days that included long rounds of radiation treatments to good days, like the day Luke received news that the local Make-A-Wish chapter was grant-

ing his wish to become a Coast Guard rescue swimmer.

"He's so much braver than I am," said Richard Wiedeman, Luke's father. "He's been through a lot, especially this summer. He had to undergo doses of radiation daily for 31-straight days. We didn't get the results we were hoping for as a result of the therapy, and for the first time in my life, I felt discouraged and thought he might have given up the fight. That is until he realized that he was going to get to go take part in his wish and be in the Coast Guard for a few days. It turned him around."

Make-A-Wish members contacted ATC to request their help in fulfilling Luke's desire to become an aviation survival technician.

A month before the long plane trip to the training center, Luke was already hearing from his new shipmates.

"Soon after we knew his wish was going to be granted, he started getting emails from some of the pilots at ATC, and some rescue swimmers from other air stations who offered words of encouragement and ideas of what rescue swimmers do and what the Coast Guard does," said his father. "A dozen or half a dozen guys were corresponding with him and Luke wanted to respond back and keep the correspondence going. It was a lot!"

One of his constant correspondents, Cmdr. David Saunders, operations division chief at ATC, couldn't help but be im-





pressed by Luke’s knowledge and passion for the Coast Guard.

“I had to be on my ‘A’ game talking to him, because he’s very sharp; he’s done his research and knows his history, so he’s got some tough questions,” said Saunders.

When Saunders asked Luke’s dad what made Luke decide he wanted to be interested in the Coast Guard, his dad didn’t know. It was just something he had a passion for at an early age.

Luke’s wish to become a rescue swimmer resonated with Saunders.

Being from the same part of the country as the Wiedemans, Saunders knows how important it is for the Coast Guard to reach out to regions where they are generally unknown.

“I think it’s important for people to know who we are and what we’re about. In this case it was unique, because Luke is coming from Utah,” said Saunders. “Being from Colorado, that part of the country doesn’t get much exposure to the Coast Guard. His desire to be a rescue swimmer of all the things a young boy could want to do, we just thought that was awesome.”

When the Wiedeman family made the 1,000-plus mile trip to the training center,

they certainly had ideas about how their son would be participating in his training as an honorary Coast Guard rescue swimmer, but what the Coast Guardsmen of ATC had planned far surpassed what they anticipated.

“We just thought we’d go, meet some personnel, shake some hands, maybe get a tour of the facility, some words of encouragement; our expectations were greatly exceeded,” said Luke’s father.

For the first day of the training, Coast Guard ASTs ran Luke through pool drills and demonstrations of rescue techniques and equipment.

They had him try on each piece of their gear and explained how each is used to either keep them safe or assist in a rescue.

Afterward, Luke was treated to the high-tech flight and aircrew weapons simulators that are unique to ATC.

Trained pilots helped guide him through the controls and procedures for take-offs and landings.

Luke’s first day didn’t end there.

“[Vice Adm. Robert Parker, Coast Guard Atlantic Area commander] was on his way in on one of our 144’s,” said

Saunders. “We made a call while he was in the air and asked him if he’d be interested in talking to Luke, which he was. It was a real highlight to Luke’s day.”

After landing, Parker walked over to Luke and his family and talked to them about their visit.

Before leaving them to their tour of the training center, the admiral gave Luke his challenge coin.

The second day of his wish, Luke was able to put his new skills to the test.

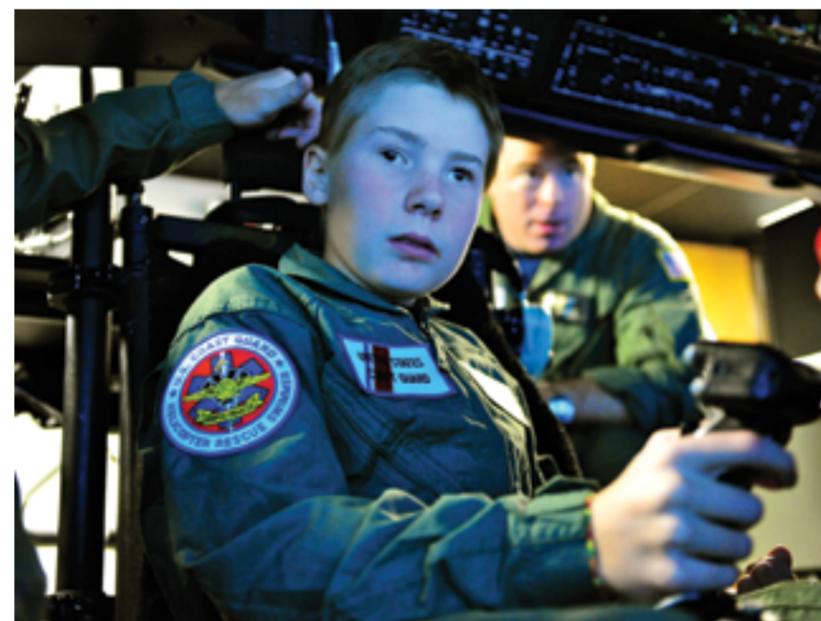
The crew at ATC had orchestrated a search-and-rescue demonstration with Luke as the star.

A boat had been arranged for his family to watch from as Luke was lowered into the water of Mobile Bay from an MH-60 Jayhawk helicopter, to rescue two rescue swimmers who were feigning distress.

Luke successfully loaded the two into the helicopter’s rescue basket and, lastly, was hoisted himself.

Upon returning to the training center, Luke was welcomed by a round of applause and hearty handshakes from nearly every crewmember at the unit.

The celebration culminated in a





ceremony where Luke received a letter of appreciation from the unit.

"We didn't think he'd get to participate in the training the way he did, participate in the mission like he did," said Luke's father. "Just the way the whole base turned out to make Luke, and us, feel welcome. It was awesome."

Luke's arrival had been planned months before he even set foot on the military installation.

His favorite food had been researched and prepared by the staff of the mess hall.

During his stay, crewmembers were allowed to wear green undershirts with their uniforms. Green being Luke's favorite color.

To say that the personnel of ATC wanted Luke to enjoy his wish would be an understatement. The effort wasn't lost on his parents.

"It was the most incredible thing I think we've ever experienced," said Luke's father. "It exceeded our expectations the way the Coast Guard was so accommodating, so welcoming, so professional. I know for me, personally, what it did was give me peace of mind that no

matter what happens with Luke's situation that he had this and this was what he wanted more than anything else. For those three or four days that we were there, it was the happiest I've seen him, probably ever. You can't put that into words."

Even after saying his final goodbyes to a host of new friends and pen pals, Luke's day was about to get better.

By coincidence, the hotel the Wiedeman family was staying at was hosting a conference for the Coast Guard.

As the family made their way through the lobby on their way to dinner, they were recognized by Parker, the admiral they'd met the day before.

"He recognized us and happened to be with Adm. Robert Papp, commandant of the Coast Guard, at the time and he said, 'Oh, here's someone I'd like you to meet,' said Luke's father. He introduced Luke to the commandant.

Luke said, "Sir, I don't mean to be disrespectful, but I am not sure what the commandant is."

"I kind of whispered in his ear that this is the admiral in charge of the whole Coast Guard and Coast Guard opera-

tions," said Luke's father. "It was kind of a humorous moment. [Papp] offered some words of encouragement. Just a great guy. I kind of explained to Luke a little bit later that this guy probably talks to President Obama on a regular basis. It was a real highlight."

Coast Guard history is saturated with heroes that met immense obstacles and overcame them. Joshua James, Bernard Webber or Douglas Munro could tell tales of battling adversity that, if compared to those that Luke Wiedeman might tell, could sound vaguely similar.

And, just as the Coast Guard praises and elevates its heroes, the members of ATC felt very at home honoring Luke.

"This really reinforces what we're all about," said Saunders. "This benefits us just as much as it benefits him. It really brings us together as a community, as aviators and it recalibrates what we're here for. Whether you're on an aircraft or a cutter, whatever, we're all Coast Guard men and women, and we're all out here to serve the American people." ♣

USCG FLEET:

Length in feet/Cutter class:

378-foot High Endurance Cutters

- USCGC Morgenthau (WHEC-722)
- USCGC Munro (WHEC-724)
- USCGC Boutwell (WHEC-719)
- USCGC Sherman (WHEC-720)
- USCGC Jarvis (WHEC-725)
- USCGC Rush (WHEC-723)
- USCGC Gallatin (WHEC-721)
- USCGC Mellon (WHEC-717)
- USCGC Midgett (WHEC-726)

418-foot National Security Cutters

- USCGC Bertholf (WMSL-750)
- USCGC Waesche (WMSL-751)
- USCGC Stratton (WMSL-752)
- USCGC Hamilton (WMSL-753) *
- USCGC James (WMSL-754) *

* under construction

CONTACTS:

- **U.S. Coast Guard**
uscg.mil
- **Recruiting**
gocoastguard.com
- **Academy**
cga.edu
- **Civilian Employment**
uscg.mil/civilian
- **Coast Guard Auxiliary**
cgaux.org
- **Boating Safety**
uscgboating.org
- **In Your Community**
uscg.mil/community

Shipmates



DERRICK DYESS

CGC DECISIVE ♠ Boatswain's Mate

Dyess was transiting the decks of the ship when he walked onto the mess deck and found Seaman David Mertes bleeding profusely from his right hand. The sight of so much blood was cause for concern and Dyess knew he didn't have a second to spare. Grabbing the closest first aid kit, Dyess alerted fellow crewmembers and began triaging Mertes. Dyess' critical actions came at a time when his shipmate needed him the most.



TONYA MIDGETT

STATION APRA HARBOR ♠ Boatswain's Mate

Midgett rendered assistance to her hometown of Cape Hatteras after there was severe destruction from Hurricane Irene. The hurricane wreaked havoc on the community of Cape Hatteras. Irene was declared the worst natural disaster the area had ever experienced. As the population of 5,000 began counting their losses and figuring out where to begin Midgett dove head-first into planning a relief process for the entire community.



JACK HANCOCK

AIR STATION CLEARWATER ♠ Aviation Maintenance Technician

He has a reserved demeanor, but he's also intensely committed. Hancock of Air Station Clearwater has a keen eye for the big picture. That bodes well for the Operation Bahamas, Turks and Caicos mission, where he serves as the maintenance chief; a job requiring a blend of patience, flexibility, problem-solving skills and knowledge. It requires painstaking clarity, attention to detail and intense dedication.



FREDERICK WOODS

MSST 91109 ♠ Machinery Technician

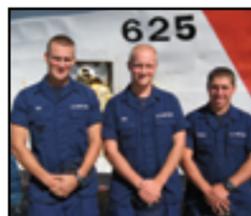
Woods was recently assigned to MSST 91109 as lead petty officer in the shoreside unit. The role requires him to act as a conduit for information between supervisors and those in his division along with keeping his team running smoothly. With only a month on the job, Woods has stood out as a leader and mentor. Being deployed and away from the comforts of home is a challenge in itself. Woods' devotion to duty and empathy for his shipmates keeps the focus on the mission to ensure all hands return home safe and sound.



LEON DONIPHAN

CGC ALERT ♠ Food Service Specialist

The idea of the rescue itself, the direct, firsthand lifesaving opportunity, is the reason many Coast Guardsmen sign up. These individuals crave a chance to rise to the occasion. Nothing demonstrates this driving force better than the recent off-duty actions of Doniphan. He bravely, and without hesitation, swam to the aid of a young girl in immediate danger of drowning in the Columbia River. His actions most likely saved her life.



CHARLES GRAY, JARROD REED & PABLO TABORDA

CGC VENTUROUS ♠ Seamen

The three seamen reported the light. Unable to correlate it with another contact on the ship's radar, the cutter's course was altered to further investigate. They pressed through heavy seas and maneuvered closer. The crew used the ship's infrared camera and found five fishermen in the water, clinging to boat wreckage. Gray, Reed and Taborda carried out a proud maritime duty that night. Their sharp eyes and quick thinking lived up to Venturous' motto – Nemo Supra, None Better.

To submit a Coast Guardsman for Shipmates or Shipmate of the Week, email a portrait and small write-up to cgmag@uscg.mil.

Destinations

NSC Stratton prepares for full operations & deployment



In April, the Coast Guard will commission the National Security Cutter Stratton, the third of this class. In this edition of Destinations we highlight the cutter, its crewmembers and missions.

Stratton's primary missions include law enforcement (counter narcotics and living marine resources), search and rescue, defense operations and homeland security.

The cutter expects to reach full operational capability by spring 2013. Between now and then, there will be underway operational test and evaluation periods, two extended dockside periods to complete the installation of new equipment, and an intensive tailored ship training availability to complete the work up cycle for the first deployment in the fall of 2013.

Once commissioned

the Stratton will commonly be deployed throughout the entire Pacific Theatre with port calls that may include San Diego, Kodiak, and Honolulu and foreign destinations such as Mexico, Costa Rica, Panama, Guatemala, El Salvador and Ecuador.

The crewmembers currently assigned to the Cutter Stratton provide some prospective for anyone who may desire to be stationed there.

Cutter Characteristics:

Crew Capacity:	109-143 Depending on Mission
Length:	418 Feet
Draft:	22.5 Feet
Displacement:	4,500 Long Tons
Max Sustained Speed:	28 Knots
Endurance:	60 Days
Range:	12,000 Nautical Miles
Propulsion:	CODAG, 1 Gas Turbine (30K HP), 2 Diesels (10K HP ea)
Aircraft:	2 MCH, MH-65C or MH 60T
Small Boats:	2 Short Rang Prosecutor and 1 Over the Horizon RHI
Armament:	57mm Bofors gun, CWIS 1B, SRBOC/NULKA
Sensors:	X,S band radar, 3D air search radar, SPQ-9B radar, SLQ-32



CWO2 Shane J. Hyde

"I am excited about being part of a team that gets to bring this new National Security Cutter to life."



Chief Petty Officer Constance M. Saint John

"It's an honor to serve aboard the newest national Security Cutter which is named after a woman who has done so much through her life and career to provide more opportunity to women in and outside the military."



Seaman Nicholas Pearson

"Being a crewmember aboard Coast Guard Cutter Stratton is exciting because of the opportunity to conduct boat crew operations and boardings. I'm glad that I can get underway and do the Coast Guard missions."

If your unit has an interesting story to tell, consider submitting for Unit Profile at cgmag@uscg.mil



UNIFORM

COAST GUARD SAYS GOODBYE TO EYESORE EYEWARE

STORY & PHOTOGRAPHS BY CWO2 DONNIE BRZUSKA



The rumors are true - the Coast Guard and its sister services have phased out the S9 cellulose acetate spectacle frame. The S9's have been the eyewear of choice, or more accurately, the eyewear of issue, for all active duty and reserve personnel upon initial entry into the military since 1990. That's all changed now that the military has made the switch to a more "hipster-chic pair of glasses" called the unisex black 5A frame, according to a U.S. Navy press release.

The change stems from research conducted at Coast Guard Training Center Cape May and four other U.S. military training installations by the Military Health System's Optical Fabrication Enterprise and the Naval Ophthalmic Support and Training Activity in Yorktown, Va., which assessed the functionality, durability and cosmetic appearance of various eyewear options.

From this research, the new 5A frame was born, but Coast Guard civilian Kelly McCabe, an Optometry Department employee at Health Services Worklife Detachment Cape May, was apprehensive when she first saw the new glasses.

"The frames were much thinner with a hinge on the ear pieces, so we were a little concerned about the durability of the glasses in the basic training environment," said McCabe, who started issuing the 5A frames in January. "However, we've been pleasantly surprised because we haven't had any recruits come back with broken frames."

McCabe said there's a noticeable difference in the recruits' receptiveness during the issue of the new frames. She said even some active duty members are getting the new 5A frames because

they like the style. Active duty and reserve members with more than 30 days service have a broader choice of issued eye wear as part of the "Frames of Choice Program," but many are still gravitating toward the new 5A frames, which is exactly the goal of the new eyewear deployment.

"Service members have told us that they like the appearance of the new frame," said Capt. Matt Newton, commanding officer of NOSTRA. Newton said he was confident the recruits would continue to use their glasses after bootcamp. The recruits in Coast Guard Recruit Company Delta 186, the first Coast Guard recruit training company to get issued the new frames, seemed to agree with Newton that the change from the S9, commonly referred to as BCGs or birth control glasses, was welcome by service members.

"I was pleasantly surprised when I showed up to boot camp and got issued the new glasses instead of the BCGs," said Seaman Recruit Ryan Jackson, 24, of Dayton, Ohio. "They're as stylish as my civilian glasses and just as comfortable."

The nicknames for the 5A frames are already starting to fly, and eyewear-dependent recruits from Delta 186 shared some of the more popular names, which include "Supermans," "Buddy Hollys," "Hipsters," "Beatnicks" and "Clark Kents," just to name a few.

If the nickname is any indicator of popularity, these recruits are lucky to have come in at the right time. The 5A "Supermans" have saved them from the fate of the unflattering, infamous BCGs. ♠

SAFETY

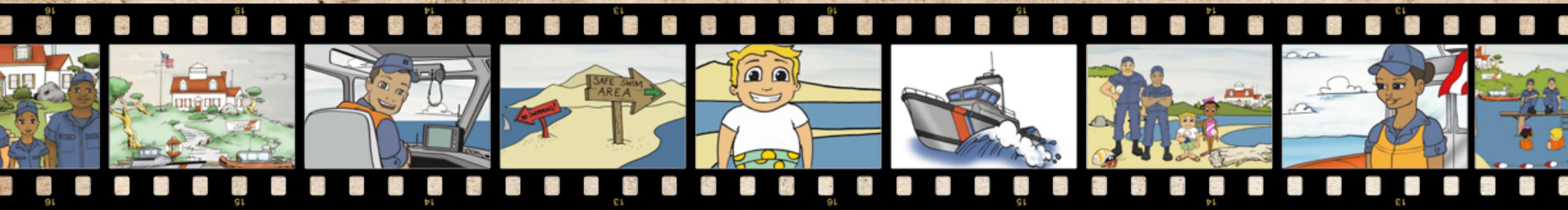
DRAWING THE LINES

Los Angeles based Coast Guardsmen focus on educating children in a new boating safety campaign ~ Station Safewater



STORY AND PHOTOGRAPHS BY PADET LOS ANGELES





With boating season quickly approaching, the Coast Guard's annual boating safety awareness campaign, highlighted by National Safe Boating Week, May 19-25, is starting to ramp up. The goal of the campaign is to educate recreational boaters to check safety equipment and ensure their boat is seaworthy. This year, the Coast Guard is focusing on a group of people that safety campaigns are not usually targeted to: kids.

"As a Coast Guardsman and the father of a 9-year-old girl, I always make sure she is being safe if we're near water," said Petty Officer 1st Class Adam Eggers, supervisor, Public Affairs Detachment Los Angeles. Eggers who originated the idea for a cartoon campaign series said, "[The Coast Guard is] always working during the boating season to remind everyone of the dangers and making sure they have the right equipment. But what about the most inexperienced people that could be on the boat ... the kids?"

From this idea, the fictitious Coast Guard unit, Station Safewater, was "commissioned." The station's make-believe crew consists of Lt. Sanchez, Chief Petty Officer Brown and Petty Officer Haley. Their primary job: to educate elementary school-age kids Nikki and Glen.

"I was excited to hear about the project," said Petty Officer 3rd Class Cory Mendenhall, who drew the cartoon. "I saw it as a unique opportunity for us to use our various talents and reach younger members of the community in a less conventional way."

Created and designed for Coast Guard-wide use, containing no specific geographic location, the 14-minute cartoon is split into three segments. The first takes place at the station on a 25-foot rescue boat, teaching the kids the importance

of wearing a lifejacket and not playing on a marine radio. The second segment finds the kids learning beach safety tips like not littering, touching hurt animals, climbing up cliffs or walking on top of driftwood. The cartoon's finale deals with the dangers of swimming, like how to escape rip currents and avoid dangerous swimming areas, followed by a montage of real Coast Guard rescues.

"We did attempt to pack a lot of useful but easily understandable safety tips into the cartoon," said Eggers. "We tried to teach them new things based on events they probably already knew, like playing on a radio and calling mayday is like

"WHEN I GREW UP, WE DIDN'T HAVE PEOPLE TO EDUCATE US ON WATER SAFETY AND A LOT OF KIDS DROWNED OR GOT INTO TROUBLE."

calling 911. Most kids already know not to call 911 unless it's an emergency."

All told, the project took over a year's worth of work, with Mendenhall painstakingly hand drawing each frame and digitizing it for animation. The voices of each character had to be timed exactly and added to the cartoon.

One of those characters, Petty Officer Haley, is voiced by Petty Officer 1st Class Mahasin Abdullah. Her attachment to the cartoon goes beyond volunteering. The importance of teaching kids safety lessons is something the single mother of a 4-year-old daughter understands.

"Being in the Coast Guard and knowing the risks, my daughter has already been taking swimming classes," said Abdullah. "When I grew up, we didn't have people to educate us on water safety and a lot of kids drowned or got into trouble."

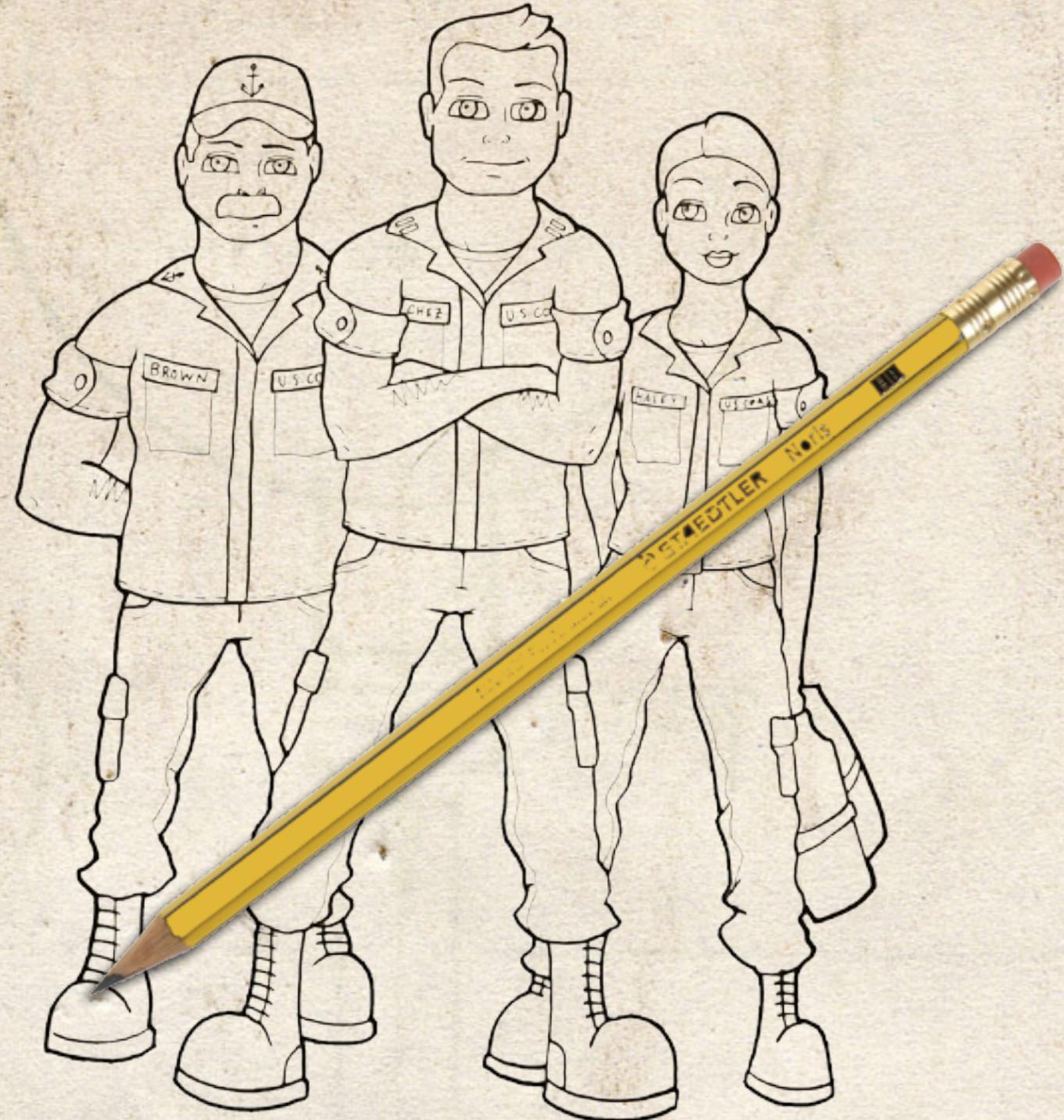
Each year, Coast Guard men and women are invited into classrooms across the country to share what life is like in the Coast Guard, talk about their job specialty, or share water safety tips. This 14-minute cartoon, combined with its own activity and coloring book, aims to give those members another way to engage the kids, not only entertain them but to educate them.

If units are interested in getting a copy of the cartoon and boating safety educational materials for use in hometown safe boating campaigns, contact PA1 Adam Eggers at (310) 521-4267 or adam.t.eggers@uscg.mil.♣



Scan the QR code to view all new Station Safewater episodes

<http://www.dvidshub.net/units/USCG-D11PLA>



Q & A

Why did you join the Coast Guard? During “career day” at my high school, we had local colleges and reps from every Armed Service in our gymnasium. The CG recruiter said something I’ll never forget: “we are a full-time, peacetime service.” I was hooked. I graduated high school and TRACEN Cape May at age 17.

Best moment in the Coast Guard? Acceptance to Officer Candidate School. It took me a total of six applications, which amounts to three years of applying. I was determined, and taught to never give up.

Favorite sports team? Chicago Bears

Most exciting place you’ve been with the Coast Guard and why? Honolulu hands down is the most exciting place I’ve worked. As a BM, Station Honolulu is where I began driving small boats. It was the first time I felt I had a specific role that could positively affect others. That tour set the path for my career. BM3 to BM1, Coxswain to BO, taking part in the traditional missions of the USCG, SAR and LE.

Favorite hobby off-duty? Photography, golf, weight training

Who is your hero? I’ve had the pleasure of working with several brilliant people during my time in the Coast Guard. From them I’ve learned to “always be prepared for the long haul” and to “take the emotion out of it” and “make sure it means something to call your men and women Hagen Trained.” However, I would be remised if I didn’t mention my parents. Both had a unique influence on my life early on and still today.

Next CG goal you’re working on? To better posture my current unit and service to the community, I’m drafting a revised personnel staffing plan for Station Washington. On a personal note, I’m beginning my applications to Grad School.

Tell us about your family? I am married with one son. My wife is a speech pathologist. I recently received orders to D14, and my family is very happy.



LT JASON HAGEN

A station commanding officer talks perseverance, devotion to duty & helping others

Lt. Jason Hagen didn't start out at the top; he's worked his way up from the bottom during his 19-year career.

After boot camp at TRACEN Cape May, Hagen was assigned to the Cutter Neah Bay where he advanced quickly from seaman apprentice to BM3. After that, Hagen was off to Hawaii for duty at Station Honolulu and Group Honolulu as a coxswain, boarding officer and

later as a SAR controller.

Next, Hagen was back at sea serving as first lieutenant with the Cutter Chincoteague. It was then that BM1 Hagen [at the time] was accepted to OCS after an admitted several proud attempts.

Following OCS, the newly commissioned Hagen helped lead the enforcement department at both District 11 and Sector San Francisco. Finally, Hagen was selected as commanding officer of the ever important Station Washington D.C. In this edition of Q&A, Lt. Hagen, a Chicago Bears fan, offers some insight.

Q & A

Why did you join the Coast Guard? I was born and raised on the water and wanted to continue living on or near the sea. I knew at a young age I wanted to serve my country and travel the world, and the Coast Guard has given me just that with many more opportunities. Besides the guaranteed pay check and benefits, there's nothing better than getting the satisfaction of making a difference and helping others. I'm the 5th person in my family to serve in the CG. It was the best decision I ever made.

Most exciting place you've been? On my last tour we went to Cartagena, Columbia, for the first time. It was by far the most amazing city I have seen after doing four Caribbean patrols. The historic “old city” that was enclosed with brick walls was the best part. There's so many things to do; it had great night life.

What professional goals are you working on? With my new assignment to Station Honolulu, Hawaii, my goal is to get qualified as a tactical pursuit engineer/gunner and eventually boarding officer. I'm also taking the 2012 May SWE for MK2.

Who is your hero? My mother. She's a full time mom, fishing captain, artist, and even a grease monkey. She was born and raised in Alaska living there her whole life along with four previous generations. From working in the most unforgiving weather on fishing vessels to being a mother of five children, she strives to work her hardest everyday to provide for our big family. She's always been the biggest inspiration to me, teaching me and my siblings to go after our goals and never let anyone get in your way. My whole life she has been my biggest mentor. I have constantly looked up to her and have strived to one day hope to become as incredibly talented and as strong as she is.

Favorite hobby off-duty? When I'm back home, my family and I are constantly outdoors or on the boat. We do a lot of hunting, fishing, camping and just relaxing at our cabin. In Charleston, I'm always at Folly Beach hanging out with friends. I love the “island time” laid back atmosphere. I hope that when I report to Station Honolulu surfing will be my new hobby!

Favorite Food joint near work? Once in a while during pursuit training, the boatcrew goes to a local marina called “Red's Ice House” in Isle of Palms.



MK3 EMILY SCHWARTZ

Machinery technician talks family, heroes and life in Wrangell, Alaska

Growing up in Alaska, MK3 Emily Schwartz had been on a boat long before joining the Coast Guard.

Schwartz family roots go back many generations in Wrangell, Alaska; and her family currently runs a fishing charter company there called Alaska Charters and Adventures.

A self described hunter and fisher, Schwartz enjoys Alaska's

great outdoors as well as sailing the sea with the Cutter Dallas. On the Dallas she serves in the auxiliary division and as a boat engineer.

She said her best moment was after a drug seizure Christmas Eve. She was able to participate in “blowing up” the go-fast after the offload.

As a fully qualified MK3 and after three years at sea, she now looks forward to her next assignment in Honolulu, Hawaii. But before that, she takes some time to answer Q&A and shed some light on her experiences up until now.



COAST GUARD IN SPACE

*Retired Coast Guard captain embarks on out-of-
this-world journey*

STORY BY LT STEPHANIE YOUNG
PHOTOS BY NASA

Ever heard of the phrase third time's a charm? For NASA astronaut and retired Coast Guard Capt. Daniel Burbank, this little phrase sent him on an out-of-this-world journey.

It all started when Burbank was in high school and felt a calling to save lives with the Coast Guard. As a junior he applied to the U.S. Coast Guard Academy, but was not accepted. He didn't give up though, and reapplied a second time. He was accepted into the class of 1985 and soon found himself in the midst of a grueling summer learning the military way.

Burbank realized, however, the very reason he wanted to join the Coast Guard – to drive search and rescue boats – was not even a possibility.

“Probably that first or second night I was there, there's a, a small book you'll get called 'The Running Light' that tells you about all the things you need to be able to respond if an upper classman approaches you,” recalled Burbank. “I remember flipping through this after doing a couple hundred push-ups one night and I was studying it and I remember looking and realizing to my shock and dismay that the only people that can't be on Coast Guard small boats charging out in the surf and storms are Coast Guard officers. . . And I remember thinking to myself, 'What am I going to do now?'”

Burbank's vision of rescuing people didn't vanish, however, as he flipped a few pages later in the book and glimpsed Coast Guard helicopters and airplanes. He

saw how they were directly involved in search and rescue and knew that's what he wanted.

“I never thought about aviation until that moment, and I never thought about anything but that after,” said Burbank.

Fast forward a few years later and Burbank had graduated from naval flight training in Pensacola, Fla., completing aviation tours from North Carolina to Alaska. Burbank's dream of saving lives became a realization as he logged more than 4,000 flight hours and flew more than 1,800 missions, including more than 300 search and rescue cases.

While Burbank was honing his skills as a Coast Guard pilot, the possibility of becoming an astronaut was brought to light, as Cmdr. Bruce Melnick became the first Coast Guardsman to be part of NASA's astronaut program. Burbank submitted his package to the program but was not selected. He submitted his package again but after not being accepted, went on to earn a master's degree from Embry-Riddle Aeronautical University. In 1996, he made his third attempt to become part of the NASA program.

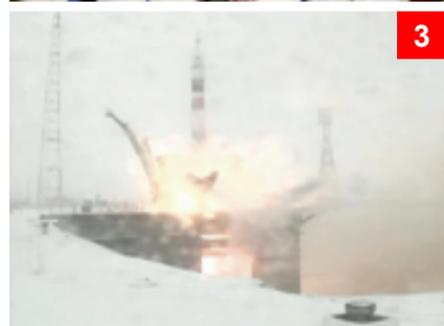
And well, as the saying goes, the third time was the charm. Burbank learned that he was selected from a pool of 2,400 applicants to travel to Johnson Space Center in Houston for final selections. After competing against 120 finalists, he was formally selected to the class of 1996.

Burbank was an astronaut candidate his first two years with NASA, which





FRONTIER
Burbank working inside the International Space Station (1). Expedition 30 Cmdr. Dan Burbank and Flight Engineers Anton Shkaplerov and Anatoly Ivanishin (2). Launch of Soyuz TMA-22 (3). Cosmonauts in a session of extravehicular activity continue outfitting the International Space Station (4).



included basic training, learning how to fly the space shuttle and working in a weightless environment. In September 2000, he was selected to serve as a mission specialist for STS-106. During the 12-day mission, the crew prepared the International Space Station for the arrival of its first permanent crew. Burbank traveled a lot with his Coast Guard career but went even farther with STS-106, orbiting the Earth a total of 185 times and covering 4.9 million miles.

His second trip into space was in September 2006 on Shuttle Atlantis as part of STS-115 where he experienced his first “space walk” – walking outside the shuttle and using a robotic arm to make repairs on the International Space Station.

Following his missions to space, Burbank returned back to the Coast Guard. In what he calls a “return to his roots,” Burbank became a professor of engineering at the Coast Guard Academy. While at the academy, Burbank looked forward to his daily interactions with cadets as he developed future generations of engineers, scientists and leaders.

Burbank retired from the Coast

Guard, but shortly after was selected for Expeditions 29 and 30. Because the space station is now fully constructed, Burbank says they can let the space station do what it was intended to do, and that means performing cutting edge research.

The astronauts and cosmonauts, six total are currently living aboard the space station – about the size of two football fields in area – to support scientists all over the world. Much of the research at the space station is actually operated by teams of hundreds of researchers in laboratories and institutions worldwide. Burbank and his crew help by changing out samples and ensuring everything is calibrated just right. Burbank himself is also part of the research, as scientists are trying to find out how the microgravity environment impacts humans.

Among the science experiments and “routine” of daily life aboard the station, Burbank still finds time to appreciate just how extraordinary his job is. Working with a million pounds of space station hardware is a daunting task, but something Burbank embraces.

“...Even though assembly is com-

plete and it’s new and very shiny and very impressive to look at, there are still times when the hardware does break down and still times when we have to roll up our sleeves and break out the tools and do some work on it, and coming from my experience before I joined NASA as a Coast Guard aeronautical engineer and airplane maintainer, basically, to me that’s going to be a lot of fun and a very neat thing to do in cooperation with the people on the ground,” said Burbank.

Burbank acknowledges not many people will ever get a chance to fly into space; and those who do get that once in lifetime opportunity may only spend a few days or just minutes in orbit. But as he performs critical roles in extending the reach of human space exploration, he also takes the time to capture the spectacular beauty that is Earth and what is possible for humankind.

“Planet Earth is a wonderful place and it’s spectacular to view from the space station,” said Burbank. “I think it’s too small for the human species — maybe not from the perspective of the number of humans but for our imagination.” ♠

Letters From Home



MK2 Ray Rodriguez is our hero. He is the most patient, loving husband and wonderful father. Currently he is deployed with the Maritime Safety and Security Team 91109. The boys and I are waiting proudly for our hero to return home from our longest deployment yet. This picture, filled with lots of love and smiles, is from last summer when we moved into our first home. We’ve got lots of things planned for Ray this summer. Please tell Ray that we are so proud of him and can not wait to see him soon! ~ XOXO, Natalie, Jett & Jacob



MKC Darcy Collins - We miss you each and everyday you are apart from our family and home. Be safe during your last patrol with the Jarvis. Can't wait until San Diego this summer, we are looking forward to you coming home nightly for the next 4 yrs. We are so proud of you and appreciate your great sacrifice for us and your country. ~ With all our love always, Brandon and Catherine



ME3 Brian Dunn, Jr. is from PSU 305 and is currently deployed with MSST San Diego in Guantanamo Bay, Cuba. Glad to know that the watch is being attended properly! Thank you for your service and for continuing the proud tradition of Coast Guard Service for our family! Semper Paratus!! We love you and look forward to your homecoming!! ~ Katherine Dunn



I would like to do a shout out to our daughter OS3 Nicolina Converso currently serving with MSST San Diego in Guantanamo Bay Cuba. We are so proud that you have chosen to serve your country. We love and miss you so very much. Thank you to all those who are serving our country though out the world! May God Bless each and every one of you. Thank you from the bottom of our hearts! ~ LTC Michael McMath and Kathryn McMath



I want to tell my son, Petty Officer Carlos Riley, how proud I am of him and his accomplishments, he has not only gotten his Masters Degree while on deployment but has also endured 4 deployments along with concentrating on school and still made it to the deans list. As a single parent with 3 of my kids that have served their country and endured 7 deployments, I really would like him to know how proud we are of him. ~ Maria Riley

To submit a Coast Guardsman for Letters from Home, email a photo and small write-up to cgmag@uscg.mil with Letters in the subject line.

USCG FACTS:

War of 1812 Cutters, Homeport and Masters:

- Active: New York: Master Caleb Brewster
- Commodore Barry: Eastport, Maine: Master Daniel Elliott
- Diligence: Wilmington, N.C.: Master Joseph Burch
- Eagle: New Haven, Connecticut: Master Frederick Lee
- Gallatin: Charleston, South Carolina and Norfolk, Virginia: Masters Daniel McNeill, Edward Herbert and John Hubbard Silliman
- General Greene: Wilmington, Delaware: Master Joseph Sawyer
- James Madison: Savannah, Georgia: Master George Brooks
- Louisiana: New Orleans: Master Angus O. Frazer
- Massachusetts: Boston: Masters John Foster Williams and Samuel Russell Trevett
- Mercury: New Bern, North Carolina: Master David Wallace
- New Hampshire: Portsmouth: Masters William Parker Adams and Nathaniel Kennard
- Surveyor: Baltimore, Maryland: Master Samuel Travis
- Thomas Jefferson: Norfolk, Virginia: Master William Ham
- Vigilant: Newport, Rhode Island: Master John Cahoon



Photo by CGC Midgett crew

1



Photo by PA1 Brandyn Hill

2



Photo by PA2 Charly Hengen

3



4

Photo by PA2 Michael Anderson

COAST TO COAST:

(1) Coast Guard Cutter Midgett transits near Puerto Chiapas, Mexico, during a recent patrol. (2) GM2 Travis Deichl leaves the pier with his family after returning from a 49-day patrol in the Caribbean aboard the cutter Northland. (3) Cutter Healy breaks ice for the Russian tanker Renda as both vessels near the Port of Nome to deliver 1.3 million gallons of petroleum products to residents. (4) Port Security Unit 308 members take cover after an improvised explosive device was detonated during an Operation Bold Alligator training scenario. (5) Lt. Steven Melvin conducts a routine shipboard inspection aboard the S.S. American Victory Mariners Museum and Memorial to ensure shipboard hull integrity is intact. (6) An Air Station Barber's Point HH-65 crew performs cliff operations near Makapu'u Light House in Hawaii. (7) AST2 Darren Navarra from Coast Air Station Savannah rescues a person in the water during survival training on the Savannah River. (8) ME1 Ximena Johnson at Gulf Regional Fisheries Training observes a green sea turtle at the Texas State Aquarium.

5



Photo by PA3 Michael De Nyse

6



Photo by AIRSTA Barber's Point



7

Photo by PA1 Christopher Evansen



8

Photo by Lt. Steven Vanderaske

Get Fit

Provided by: Jessica Dung, M.S.
Regional Health Promotion Manager,
District 14 HSWL Department Base Honolulu

5 Food Mythbusters

Let's take the guess work out of healthy eating! Registered dietitians (RD) and nutrition experts can help identify those foods that appear to be good for us, but aren't as healthy as we may think. Don't despair; there are alternatives.

1. **Low-Fat Peanut Butter:** Often times, seeing "low-fat" on food labels falsely leads us to believe the item must be a healthier alternative. But when it comes to low-fat peanut butter, RDs have agreed – stay away from it. When fat is removed, the food manufacturer has to add something else to compensate for the texture and flavor the fat provided. In the case of reduced-fat peanut butter, about one-fourth of the healthy (unsaturated) fats are removed, and sugar – and sometimes salt – is added; meanwhile the calorie content remains nearly the same. Opt for natural peanut butter or try sunflower seed or almond butter.

2. **Multigrain Bread:** Research has found that consuming more whole grains can help reduce the risk of heart disease and cancer while also serving as a great source of vitamin E, iron and fiber. Most people incorrectly assume that multigrain and seven-grain breads must do the same. Many of these products are often not 100% whole grain, and in some cases, they contain no whole grain whatsoever. More often than not, seven-grain and multigrain breads are made from refined, white flour with a sprinkling of other grains. Read nutrition labels! Opt for wholesome whole grain breads that state that they are made from 100% whole grain or 100% whole wheat flour.

3. **Sea Salt:** Many of us are led to believe that because sea salt is more natural than regular table salt, it must be healthier. Sea salt and regular table salt are fairly identical nutritionally. They essentially have the same amount of sodium. Sea salt crystals are bigger than table salt crystals. The same volume of sea salt doesn't take up as much room as the table salt would, and thus, has a little less sodium. The bottom line is, use salt — whether sea salt or table salt — sparingly.

4. **Fruit Juice:** When it comes to 100% fruit juice, there may be added sugar in the form of fructose. Apple and grape juices – which can be the 'only' juice or added to 100% fruit punch – have higher amounts of fructose than other fruit. Step away from 100% fruit juice and instead, try making your own juice with a juicer. Or simply reach for a piece of whole fruit!

5. **Protein Bars and Shakes:** Ever read the ingredient list on a protein bar or protein shake? If so, you may have noticed a laundry list of words that look like they are more suitable for a chemistry textbook instead of a food label. The bars are usually 200 calories each, processed and usually contain stabilizers, preservatives, and other ingredients that may not support health. Opt for real, fresh food such as nuts, trail mix, peanut butter (not low-fat), apples, berries, raw carrots, cherry tomatoes, cottage cheese, hard-boiled eggs and 100% whole grain crackers.



Cadets hoist the national ensign at the academy. Photo by PA1 NyxoLyno Cangemi.

HISTORY



TITANIC: 100 Years After

On her maiden voyage from Southampton, England, bound for New York, the Titanic collided with an iceberg just south of the tail of the Grand Banks and sank within two and a half hours. Although the night was clear and seas were calm, the loss of life was enormous with more than 1,500 of the 2,224 passengers and crew perishing. The Titanic, the brand new flagship of the White Star Line, was the largest passenger liner of its time displacing 66,000 tons and capable of sustained speed in excess of 22 knots. The vessel had been built with the latest safety design, featuring compartmentation and such innovations as automatically closing water tight doors. It is ironic that publicity regarding these features had given it the reputation of being unsinkable.

Loss of the Titanic gripped the world with a chilling awareness of an iceberg's potential for tragedy. The sheer dimensions of the Titanic disaster created sufficient public reaction on both sides of the Atlantic to prod reluctant governments into action, producing the first Safety of Life at Sea (SOLAS) convention in 1914. The degree of international cooperation required to produce such an unprecedented document was truly remarkable and probably could not have been achieved during this period without the catalyst provided by this incident.

After the Titanic disaster, the U.S. Navy assigned the Scout Cruisers Chester and Birmingham to patrol the Grand Banks for the remainder of 1912. In 1913, the Navy could not spare ships for this purpose, so the Revenue Cutter Service assumed responsibility, assigning the Cutters Seneca and Miami to conduct the patrol.

That the International Ice Patrol has maintained broad-based international support over the decades despite changing operational and technological factors is a tribute to the soundness of the basic concept. As of 1993 the governments contributing to the IIP included Belgium, Canada, Denmark, Finland, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Panama, Poland, Spain, Sweden, United Kingdom, and United States of America.

The mission of the IIP is to monitor the iceberg danger near the Grand Banks of Newfoundland and provide the iceberg limit to the maritime community. The tragic sinking of the luxury passenger liner prompted the maritime nations with ships transiting the North Atlantic to establish an iceberg patrol in the area. Except for the years of the two World Wars, The IIP has been active each ice season since 1913. During this period, the Ice Patrol has amassed an enviable safety record. No vessel that has heeded the Ice Patrol's published iceberg limit has collided with an iceberg. ♣

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UNITED STATES COAST GUARD ETHOS

I AM A COAST GUARDSMAN.

I SERVE THE PEOPLE OF THE UNITED STATES.

I WILL PROTECT THEM.

I WILL DEFEND THEM.

I WILL SAVE THEM.

I AM THEIR SHIELD.

FOR THEM I AM SEMPER PARATUS.

I LIVE THE COAST GUARD CORE VALUES.

I AM PROUD TO BE A COAST GUARDSMAN.

WE ARE THE UNITED STATES COAST GUARD.



Homeland
Security