



Riverside Flotilla Monthly Newsletter
District 8W Division 31 Flotilla 06 Wichita, Kansas

SPLASH

Volume 33
Issue 1
January, 2005



Homeland
Security

United States Coast Guard Auxiliary
America's Volunteer LifesaversSM



HELO AND CUTTER TEAM COMING UP "ACES" ON COUNTER-DRUG PATROL

Made record 5th and 6th drug seizures in single patrol

MIAMI - Nov. 12, 2004
The crew of Coast Guard Cutter Gallatin, from Charleston, S.C., and its embarked MH-68 Sting Ray crew from Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville, Fla., set a new single-patrol record by making their fifth drug seizure



CARIBBEAN SEA - Nov. 12, 2004 - Petty Officer Second Class Timothy Manske and Seaman Carlos Sierra keep watch over the go-fast La Socia Friday morning as CGC Gallatin, homeported in Charleston S.C., prepares to receive four suspected smugglers. The go-fast and smugglers were stopped by Gallatin's embarked armed helicopter from the Helicopter Interdiction Tactical Squadron based in Jacksonville, Fla. This marks the unit's record sixth seizure in five weeks, and the third in the last week, bringing the totals to almost 12 tons of cocaine and 27 suspected smugglers for their patrol. U. S. Coast Guard Photo by Petty Officer 2nd Class Teresa Knapp

Wednesday, then immediately upped the record with a sixth seizure today.

This makes them the first Coast Guard cutter/helicopter combination to achieve unofficial status as counter-drug "Aces" on a single patrol.

"Our incredibly successful patrol, as well as the record drug interdiction results achieved by the entire international counter-drug team, prove that combining the right resources, with the right partnerships, at the right time and place, generate righteous results," said Capt. Michael Parks, Commanding Officer of Gallatin.

The first case started Wednesday morning when a maritime patrol aircraft (MPA) flying for Joint Interagency Task Force South (JIATF), based in Key West, Fla., located a suspicious go-fast vessel approximately 140 miles north of Colombia. The Seventh Coast Guard District here was alerted and diverted the cutters Gallatin and Thetis and the Dutch navy vessel Van Der Zaan carrying a U.S. Coast Guard Law Enforcement Detachment (LEDET).

The armed HITRON helicopter on Gallatin was

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Riverside Flotilla 31-06
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The SPLASH will be published bi-monthly in January, March, May, July, September, and November. Submit all articles and pictures no later than 14 days prior to the first day of the month of publication for inclusion. Articles may be hand written, typed, or in Microsoft Word or text format. Pictures may be digital (jpg or tif) or photographs. Please submit all articles, comments and suggestions to:

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CALENDAR of EVENTS

| | |
|------------------------|---|
| January 8, 2005 | Div. 31 Change of Watch |
| January 17, 2005 | Flotilla Meeting |
| January 21-23, 2005 | CAP SAREX@ Ft. Scott Airport |
| January 27 - 30, 2005 | Boat Show @ Century II |
| January 28 - 30, 2005 | N-TRAIN 2005 Renaissance Hotel St. Louis, MO. |
| February 14, 2005 | Valentines Day |
| February 15, 2005 | Flotilla Meeting |
| February 16 - 20, 2005 | Sport Boat & Travel Show |
| February 19, 2005 | CAP ICS/SAREX Staff Training @ Topeka |
| February 25 - 27, 2005 | CAP Aircrew Scanner/ Observer Training |
| March 4 - 5 | 8WR Spring Conference @ Tulsa, OK |
| March 15, 2005 | Flotilla Meeting |
| March 18 - 20, 2005 | CAP SAREX @ Eldorado Airport |

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launched to pursue and stop the suspect vessel. During the chase the helicopter observed the suspects throwing bales overboard. After giving visual and verbal orders to stop with no effect, the helicopter crew utilized warning shots and disabling fire to safely stop the vessel.

The Coast Guard LEDET from Van Der Zaan was the first surface asset to arrive and boarded the go-fast to determine its nationality, making this their second seizure in less than a week. The master of the vessel claimed the vessel was Colombian, but that claim could not be confirmed by the Colombian government and the vessel was determined to be without nationality and subject to U.S. jurisdiction.



Lt. (j.g.) Anton Chapman views the positive drug test results for one of the many packages of cocaine retrieved by CGC Gallatin early this morning. CGC Gallatin, homeported in Charleston, SC, interdicted the drug boat with the help of their embarked armed helicopter from the Helicopter Interdiction Tactical Squadron based in Jacksonville, FL. Gallatin retrieved the packages from the water early Friday morning after the 4 suspected smugglers dumped them overboard. This marks the teams record 6th seizure in 5 weeks, and the 3rd seizure in the last week, bringing the totals to almost 12 tons of cocaine and 27 suspected smugglers. U. S. Coast Guard Photo by

Upon further inspection the vessel was found with 50 bales of contraband onboard, which was later determined to be cocaine. An additional 12 bales were located in the water and recovered by the crew of Van Der Zaan.

All of the contraband, weighing a total of 4,200 pounds, was removed by Van Der Zaan from the go-fast along with the five suspected smugglers. The contraband and detainees were transferred to Gallatin and the vessel was destroyed as a danger to navigation.

The more recent case started last night when an MPA flying for JIATF again located a suspicious vessel. The MPA maintained surveillance of the vessel as Gallatin moved into position to pounce with its Sting Ray crew. The helicopter was launched early this morning and persuaded the suspect smugglers to stop after using warning shots after visual and verbal orders were ignored. While stopped, the crew of the go-fast was observed dumping packages before a boarding team could arrive from Gallatin. Once on scene, the boarding team attempted to determine the nationality of the vessel, which was again determined to be without nationality based on the information available from the boat and its operators.

No contraband was found on the vessel, but five bales were located in the water immediately around the boat. Meanwhile, Gallatin conducted a search along the go-fast's earlier path and found an additional 152 "bricks"

of cocaine. In total, 380 pounds of cocaine and four suspected smugglers were taken into custody.

Since Oct. 2, Gallatin and its HITRON Jacksonville crew, working with U.S., U.K., and Dutch forces, has helped seize more than 24,000 pounds of cocaine with an import value of \$768 million and detained 27 suspected smugglers who face prosecution in the United States.

From a press release by the Office of Public Affairs, U.S. Coast Guard Seventh District Nov. 12, 2004

Uniform Tidbits

Auxiliarists shall wear shirts, coats, jackets, overcoats, and raincoats buttoned. Sleeves shall not be rolled up. When not wearing a tie, only the collar button will be unbuttoned. Military creases are optional on light blue shirts and dark blue dress shirts only. If worn, form creases by pressing two parallel vertical folds in the front of the shirt from the shoulder seam through the center of each pocket to the bottom of the shirt. For men, form three parallel vertical folds on the back, centered between the shirt side seams to the bottom of the yoke. For women, form three parallel vertical folds starting at the center of the shoulder seams and from the middle of the collar seam to the bottom of the shirt. Sewn-in military creases are not authorized.

From: COMDTINST M16790.1F MAY 18, 2004 Chapter 10 - Uniforms C.3.b. Shirts, Coats, and Jackets



Factoids of Customs and Courtesies

The hand salute is a long-established form of greeting and recognition exchanged between persons in the armed services. Saluting between Auxiliarists is not usually the custom. There may be occasions (when in uniform and covered) where courtesy and custom indicate that a salute is in order such as when returning a salute rendered by a member of the Armed Forces. It is also customary to exchange greetings such as “good morning,” “good afternoon,” “good evening,” etc. along with the salute. The exchange of greetings should also be accompanied by a smile or a cheerful expression.

From: COMDTINST M16790.1F MAY 18, 2004 Chapter 12 - Guide to Courtesy and Protocol for Auxiliary Units and Auxiliarists A.1. Greetings



Saftey Corner

What causes the most common shipboard accidents? Unsafe working habits, for the most part. Try this checklist of possible causes for accidents, and see if any of them apply to you:

- * Do you fail to look where you walk on ship, when on and off duty?
- * Do you let your hands and feet remain in unsafe positions, such as door frames or open hatch covers?
- * Do you lift or handle material with poor body posture, certain in time to pull a muscle or produce hernia?
- * When you climb or descend steps on board, do you forget to use hand rails? Do you also neglect to watch to see if grease or water has made the treads slippery?
- * Do you use defective tools? Wrenches with spread jams, pliers with worn teeth, chipped ends

of screwdrivers and loose hammerheads are examples of defective tools that can fail in use and cause injuries to the user.

- * Do you use your hands instead of hand tools, thinking to save time and effort?
- * Do you use the wrong tool for a job, hoping to make do or cut corners?
- * Do you work too fast for safety, under the prevailing conditions of the job?
- * Do you forget to wear personal protective equipment—gloves, goggles, helmet, supporters, safety shoes?
- * Do you wear improper clothes while working, such as scarves, ties or long sleeves that could become caught in machinery? If you have to work in a hot, constricted area, do you wear too little to protect you in case of an accident?

Copied from http://www.cgaux.org/cgauxweb/home_frame_955a.htm



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