



## *U.S. Coast Guard History Program*

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### AUXILIARY RESPONSE TO THE TERRORIST ATTACK

Looking back ten years from 2011 to stories from Auxiliarists from around the country.

From the Chief Director: "This past week has flown by. As you might imagine, Headquarters has been one busy place. I wanted to take a minute or two and pass on just how much I appreciate all you are doing out there. The reports I've been receiving from all the Directors regarding nationwide Auxiliary response have been somewhere between simply outstanding to down right amazing. From front line support in New York City to conducting security patrols on rivers and lakes to providing backfill support for Coast Guard forces across the country, America's Volunteer Lifesavers are demonstrating a level of dedication and readiness which is proving to be a vital element of our national and maritime security plans and programs. My best to all of you, and keep up the great work!"  
CAPT. David Hill

#### AUXILIARY PATROLS IN THE WAKE OF 11SEP01

In part from The Pelorus, Division 12 newsletter, October 2001

##### **Dan Cowley, Flotilla 12-8 D7**

It was 1600 on an otherwise nondescript day 22NOV63 and I was getting off work from the Newport News Shipbuilding and Dry Dock Company, where I was serving as a civilian marine electrician during the construction of the aircraft carrier Enterprise. I was one hundred feet from the guarded exit when a coworker reporting for the second shift stopped me and asked me if I had heard the news. I asked him, "What news?" I rapidly cycled through disbelief and denial, through shock and outrage, through grief, for my hero had been assassinated. President John F. Kennedy lay dead in Dallas.

It was 0900 on a recent and otherwise nondescript day when Kennedy's murder began to pale in the face of events of Tuesday, September 11, 2001. I was working in my home office when my wife called me and suggested that I turn on the television. The first image I saw was a gaping hole in the south tower of the World Trade Center with dark smoke billowing out. The following image was a slow motion replay of the airliner crashing into the building. I was glued to the TV for the rest of the day. I slowly cycled and recycled through disbelief and denial, through shock and outrage, and through grief, for thousands of my brothers and sisters had been murdered. It was only after the fourth plane crashed that I could leave the carnage being shown and described on the television and send an email to my Flotilla Commander, Dean Creed, saying, "Dean - Please let me know if there is anywhere I can go or anything I can do in response to the bombings etc. this morning.

Then, I went back to the TV and just waited, hour after agonizing hour. I needed to be doing something that would feel like I was helping make right a terrible wrong. If I had been on-scene in any of those three locations, then I would like to have been a fireman or policeman or EMT - something, anything, to be helping out. Before that infamous Tuesday was over I had my Orders!

My boat was ready and I was ready and it didn't take long to get a crew - Brett Grooms and Richard Daniel. We departed at 1300 and our patrol was fairly uneventful until 1800, when we were waved down by two young men in a 20' Trophy who had inadvertently been locked seaward of the Cooper River locks and would not be able to return home until the next

morning. They were nearly out of gas, quite lost, and without a clear-cut float plan. We assisted them with directions and offered to ask the Coast Guard Station to call their wives and let them know the situation. Because the station was very busy with so many things going on at that time, they really didn't have time to deal with the calls, so we called the wives on our cell phone. It turns out the wives didn't even know the "fisherman" were going to go out, let alone be stuck there overnight! They were quite surprised and somewhat angry.

Now it's back to work as usual for a few days, then I hope to be back on the water, because I feel a need to be doing something to help. But this Auxiliary business is not just about helping out after the WTC and other attacks on Tuesday 11SEP01 or after Hugo or Andrew or whatever. If it seems like it is nothing more than teaching boating safety courses to the public or visiting marine dealers or doing safety checks or helping out at MSO or on a cutter or wherever, everything we do is "helping out." Every little bit helps. But, if you are an Auxiliarist, you already know what I mean, and that's why I'm in it!

### **Ken Stanley FSO-CS, Somerville Flotilla 48 D1SR**



**New York Harbor**

As the shock slowly subsided and the horror of what these rabid madmen did set in, the thought, "give me a gun, or a shovel, or something else so that I can get involved and help" was overwhelming. I've since heard that thought echoed by dozens of people who, because of circumstance, lack of specialized training or other reasons couldn't get directly involved, so they gave money, and even blood so that they didn't feel quite so helpless in the face of this despicable foe.

I thank God that I was a member of Team Coast Guard and able to work "hands on" during this emergency. The Coast Guard and Coast Guard Auxiliary gave me the ability to get involved, as a Search and Rescue team member, as a Communications Watchstander,

and as a Boat Crew member working port security, logistics transport, safety patrol, and Public Affairs transport, (this photo was taken during a Public Affairs mission, taking the camera crew and producer from TV's 48 Hours out to tour New York Harbor and then transferring them onto a USCG Cutter). I believe I speak for all of my fellow Auxiliarists when I say that we grieve for the victims and our thoughts and prayers go out to their families. God Bless America.

### **Ed Sweeney, SO-PB Division 3 D11NR**

Within hours of the attacks of 11 September, Coast Guard Auxiliary members from Division 3 11NR, led by DCP Ken Hanley and VCP Joe O'Leary, "stepped up to the plate" and extended a hand to local Coast Guard Units. Tours of duty ranged from taking over most SAR cases from local Coast Guard Stations, Port Safety & Security patrols (7 days a week via water, air, and land mobile radio), watchstanding at Coast Guard and Auxiliary Radio Stations, and serving as Junior Officer of the Day (JOOD) and Public Affairs Officer at our local CG Air Station.

Special kudos go out to those Auxiliarists who traveled hundreds of miles to perform safety patrols. Division 3, D11NR consists of eight Flotillas and a detachment, over 300 members strong. The Division spans Northern California, from the Oregon Border down through Fort Bragg and Lake County, east through Redding, Chico, Roseville, and Sacramento, all the way up into the western slopes of the Sierras.

We will continue to be ready, willing and able to serve local Coast Guard units and our country for as long as it takes!

### **Don McDonald, Flotilla 12, D1SR**

The smoke was still curling into the blue sky from the pyre that had engulfed the World Trade Center as the Auxiliary Facility Manta Ray, took a northerly course off the tip of Coney Island, continuing on through choppy seas toward the Verrazano Bridge. Coxswain Peter Sullo of Seaford, NY, was at the helm when he and his crew first spotted the finger of smoke and they knew, as they had known previously all along, that this was no ordinary mission. Missing were the Twin Towers from the Manhattan skyline.

As the bow dipped and rose in the swells of the harbor entrance, the crew of four recalled how they had been called to duty on this Sunday in September. The phone call came from Auxiliary D1SR Staff Officer for Operations Arthur Albertsen. He put a call through to Auxiliarist Jim Knoud of Deer Park, NY. "Jim, we need to get a vessel to New York Harbor right away," said Albertsen, "Can you handle it?" Without a moment's hesitation, Knoud said he would get right to it. He immediately called Sullo, who responded, "Get the crew and meet me at my house." Knoud then rounded up the rest of the crew, consisting of Paul Richichi of Amityville, NY and Barbara Ungrady of West Islip, NY.

By 1430 they were racing at full throttle for the waters of Lower New York Harbor. Richichi noticed that as they sped toward the bridge span connecting Brooklyn with Staten Island, they were being approached by two Coast Guard cutters which, after having "identified" us as an Auxiliary vessel, gave them permission to enter the harbor."

At that point Activities New York radioed them to dock and await further instructions. The crew had just enough time to catch their breath when the Coast Guard Operational Commander approached and questioned the crew how fast they could go. Sullo replied, "We can do 36 knots if we have to." "Let's go," the Commander said and they sped north to Pier 92 in Manhattan where the Commander was scheduled to meet with New York City Mayor Rudolph Giuliani. Halfway up the river, Richichi shouted, "We have company!" Two USCG patrol boats were chasing us. From a distance we looked like any ordinary private vessel. Even though we had been previously identified as an Auxiliary vessel, Richichi felt a sudden apprehension. "I then thought that it was prudent that the Commander stand up and be seen," he said. The cutters turned back, they either recognized the Commander or picked up a sighting of our outboard Auxiliary banners. "After that experience we were never bothered again," said Richichi, "I suppose we became a familiar presence on the water."

Later that evening, having returned to dock, the crew scrounged around for food and came up with brown bag sandwiches. "It was better than nothing," said Barbara Ungrady. After breakfast the next day the crew's first mission was to transport Coast Guard personnel to a Coast Guard Cutter stationed off Battery Park. "Then," said Ungrady, "we were ordered to circle the vessel and keep all boats at a safe distance from the warship." "Yes," said Richichi. "we felt like Lilliputians guarding the giant."

But there was more important work to be done and we were ordered to return to dock immediately. There, waiting on the dock, was a Rear Admiral needing transportation. Once aboard, the Admiral praised the crew for its efficiency and its ability to man their ship in a professional manner. Several hours later on the return trip to dock, the Admiral asked the Auxiliarists if they had encountered any difficulties and if everything was going all right. No real problems, they told him, and pointed out that they received full cooperation. Richichi did say that they could use some hot food. Almost immediately, the Admiral picked up the phone and as they were docking a Lieutenant greeted them, and took all four for their first hot meal.

"We have never been treated better," said Ungrady. The next morning, Tuesday, at 0630 hours, "we were all taking showers when the call came to man our vessel immediately," said Knoud. "I laugh now when I think how I was trying to get my pants on as we all scrambled down the path to the dock." The mission was to transport New York Police Department Deputy Inspector to the boat basin adjacent to the destroyed World Trade Center. We departed and immediately encountered a debris field. We took the engines out of gear and floated through the field. Feeling certain we

were through the field we powered up only to feel a shudder as a piece of wood came up from under the hull. We assessed the damage and felt we could continue.

From the boat basin adjacent to the World Trade Center, the crew had a visual ground level view of the damage inflicted upon the Twin Towers and were staggered by what they saw. Ungrady said that she was shocked and that the reality of the horror was more than she had imagined from watching television.

After reporting the damage sustained by our vessel, we returned to dock. There the crew checked the damage and though there was visible damage it was agreed that they were still sea worthy, but thought it best to return to home base. "If it wasn't for the damage," said Knoud, "we could have done more. But the bay and the river are full of debris, and they needed a vessel without problems." The Coast Guard offered an escort, but Sullo saw no need for it. Even though, they assigned a vessel to follow them as far as the Verrazano Bridge.

Looking back at the experience Sullo said "this is why I am in the Auxiliary. It justified everything I had to do to get to where I am today." Knoud believed that they had helped relieve the Coast Guard of transport duties and took off some of the other pressures from the Coast Guard regulars. "Everything about the mission," he said, "worked as though we had worked together for years, even though we had never before crewed as a unit. We did the job, and we did it well," "It was a good feeling to serve our nation at a time like this," added Richichi, "and I would do it again, anytime I'm called." "We never had any fear" concluded Sullo, "We had a good boat, a good crew, and we knew the harbor. It was a mission for all of us to be very proud to be in the Coast Guard Auxiliary. "We got the job done."

### **Bill Rock, ADSO-PA, D1SR**

The events of Sept. 11th, which significantly impacted America, have also altered the activities of the United States Coast Guard Auxiliary. In Connecticut, individual members, flotillas and divisions have increased their activities particularly throughout Long Island Sound. These activities reflect the duties in which the Auxiliary has been engaged for the past 60 years, but now take on a new dimension.

Since the World Trade Center attack, the Auxiliary has increased its assistance to the Coast Guard in several areas. Auxiliary members have "back filled" positions at local Coast Guard stations. They have been performing clerical, administrative assistance, maintenance, cooking, cleaning, and liaison tasks as well as conducting "block watch" type checks of neighborhoods that house the families of regular duty Coast Guard. The Auxiliary has also maintained radio watches. But above all the Coast Guard Auxiliary has greatly stepped up its patrol schedule to include in both "underway" and "stand-by" mode 24 hours a day 7 days a week since Sept 11th.

These patrols have greatly helped the Coast Guard particularly in the area of SAR, "search and rescue". Nowhere was this more graphically demonstrated than on the evening of Sept. 29th. An Auxiliary boat and crew from Flotilla 24-2 in Stratford, while on "stand-by" was called upon to respond to a report of people "in the water" off of Charles Island near Milford. A "nor-easter" had produced three to five foot waves, which resulted in the capsizing of a sailboat. Someone on shore had spotted two people in the water. The Stratford Auxiliary boat and crew found them 1.1 miles from where they were reported. The crew heard a whistle attached to a life jacket, which was sounded by one of the victims as the Auxiliary boat neared their location. The Auxiliary crew pulled one of the victims from the water as the Coast Guard 22-foot rigid hull inflatable boat arrived on scene, pulling the other victim on board. Both were brought immediately ashore where ambulances were waiting. The victims, a 12-year-old boy and his father, appeared to be in good condition after spending over an hour in the water.

Rear Commodore Karl Seelaus said, "This rescue demonstrates the cooperative team-work that the Coast Guard and Auxiliary have developed over years. In this time of increased activity the Auxiliary has played an important role in keeping the waters of Long Island Sound safe."

Commodore William Huling, District 1SR stated, "The Auxiliary will continue to serve in many critical roles, without fanfare, until the danger is past. Please give them a wave when you pass their boats on the water, the ones with the orange and white patrol flag and the patrol signs that designate their boats as federal facilities in this time of need."

During these unusual times it is organizations like the Auxiliary that make America truly unique. For us in Connecticut it means that extra measure of vigilance on the bodies of water that border our state.

**Bob Amort, DCP 12, D5-NR**

Division 12, D5-NR, is providing support for the Marine Safety Detachment, Roosevelt Inlet, Lewes, DE. We are answering phones 5 days a week, Monday thru Friday, from 8 to 4. This will continue as long as necessary.

We are also providing boats and crews to CG Station Indian River, DE and we patrol the Delaware Bay. This is currently a weekend activity providing safety and security to recreational boaters the Bay, especially near the Roosevelt Inlet. Our boats and crews are on standby during the rest of the week.

**Gil Finkelstein, DCP 8 5NR, Linwood, NJ**

Division 8 has been active since the Sept 11th terrorist attacks. We have provided Watchstanders to both Stations Cape May and Atlantic City. Our Watchstanders are doing double shifts at the communications centers. Our Division Auxiliary communications network is up and on standby.

Two physician members have volunteered their services to Group Air Station Atlantic City. We have had patrols on the water on a daily basis doing port security patrols. We have also been reminded that our specific activities are not to be publicized due to security. The World War II slogan "loose lips sink ships" still holds true.

**Hank Demler, DCP 14 D5NR**

Auxiliary SARDET Long Level, PA (Division 14-5NR) sent a 23 Ft patrol boat to Group Philadelphia, for use in Delaware river patrols. Division 14 and other 5NR Divisions have been supplying Coxswains and Crewmen to operate this vessel.

The 23-Ft. SEAFOX is a retired Coast Guard vessel and the primary patrol boat used at SARDET Long Level. With the closing of the active boating season at Long Level, the Division is planning to winterize the boat. This action will extend our patrol season. We are proud to be able to offer our services to Group Philadelphia.

**Brian Markman, Flotilla 11-2, D1SR**

I was involved in assisting the NYPD Aviation Unit and NYPD Emergency Services Unit at (location withheld), Brooklyn NY, on the day of the disaster. We did whatever was needed, including moving supplies and Scott Air packs which were refilled and transported, via helicopter, to the "ground zero" in Manhattan.

I also assisted in arranging for security of the Air Station, which was being used by several law enforcement agencies

**David C. "Hoss" Robertson, FC 6-12, Houston, TX**

On Saturday, 15 September 2001, Jon Hall, SO-AV-6, Hoss Robertson, FC 6-12, John Kleindienst, VFC, FSO-AV 6-12 and Dan Illerich Flotilla 6-12 met at USCG Air Station Houston to discuss how to restore aviation operations under severe flight restrictions imposed by the FAA after the terrorist attack of September 11. Coordinating with FAA and Air Station Houston, the process for flight planning and coordination was completed and approved.

That same day, both MSO Houston and MSU Galveston contacted Jon Hall to help them complete two missions on Thursday, 20 September. We were requested to fly the Coast Guard on a patrol over the (local) ship channel. Separately, Galveston requested that four members of the Auxiliary come to their location to take possession of four GSA vehicles and drive them back. Jon Hall alerted John Kleindienst to put the flight planning and coordination process into action.

Members of Flotilla 6-12 were contacted and they answered the call. Pat Moran aircraft owner and pilot flew the members to pick up the vehicles. Dan Illerich, also a pilot, flew as co-pilot. Hal Parker, Robert Koryciak, Larry Durham and Homer Randle went as passengers and drove the vehicles back. Pilot Mike Brooks was contacted and he flew the patrol. The members were more than happy to complete these missions for the Coast Guard.

We believe that Division 6 was one of the first Auxiliary Divisions to get airborne after the attack on America. We also believe this is just the beginning of a new era of aviation operations in support of TEAM Coast Guard. As members of Division 6, we are proud to serve America and the United States Coast Guard.

Semper Paratus!

### **James W. Franklin, DCP 10, D11SR**

When CG Activities San Diego, CA requested assistance from the Auxiliary to patrol San Diego Harbor, members of Arizona's inland Division 10, D11SR, responded in force. Sending 24 boat crew qualified Auxiliarists and 5 operational vessel facilities initially, they helped the Coast Guard provide 24 hour security coverage of the harbor. Joined by Auxiliarists of the San Diego area, they continue to maintain a watch on the harbor, port facilities and marinas. They provide platforms for Coast Guard boarding parties and escorts for some of the vessels that enter or leave the harbor. Captain Robert Allen, Commanding Officer of CG Activities San Diego said, "Auxiliarists have provided over 80,000 personnel hours of support since the east coast terrorist attacks on September 11."

The members of Arizona's Division 10 have demonstrated that they know the meaning of the Coast Guard motto, "Semper Paratus", always ready.

### **William T. Setzer, Flotilla 57 D5SR, Portsmouth, VA**

I am a professional photographer with 35 years of experience, a BA degree in my field of Industrial-Scientific photography and a member of the USCG Auxiliary, Flotilla 57, Little Creek, VA ( Lynnhaven ).

After the terrorist attack of September 11, 2001, I went to the ACP Public Affairs office of the USCG Atlantic Area and volunteered my services for the duration, thusly putting my professional career on hold. As a former Army public affairs chief, photographer and motion picture cameraman I thought my services could be useful.

I was quickly put to work, covering for the ACP Public Affairs office, aboard the 47 MLB from Station Little Creek. I also provided photographic support on board the USCGC Reliance with Coast Guard Marine Safety Office and US Customs personnel off shore of (location deleted). They were engaged in boarding operations of foreign tankers ( note: Auxiliarists are not allowed to go along on law enforcement operations, so I stayed on the USCGC Reliance )

Working full time for the public affairs office has brought me in direct contact with many fine young men and women. This is the high light of my professional career, being able to assist in this manner.

### **Joe Boyle FSO-CS, Flotilla 10-5, D9ER**





Cathy Smith fills out paperwork in Station Toledo's operations bay

Lake Ontario.

After some initial confusion, all Auxiliarists were invited to lend a hand at the station. Our primary duty has been search and rescue standby with at least one Auxiliary facility at the station at all times. To date, Auxiliary vessels have been involved in numerous emergency tow-ins, and have provided added security patrols around areas deemed sensitive.

SO-OP 2, Tom Maroney of 21, has undertaken organizational efforts, under Division 2 DCP and VCP direction. SO-CM 2, Jan Just of 24, has completed station watchstanding schedules. Jan also chairs the Division 2 Disaster Preparedness Committee. To date, Auxiliarists have done everything from patrols to dishwashing and pushing a broom. Other duties include, entry gate security, ID checking, and perimeter walking. Auxiliarists have been instrumental in securing donations of needed items such as cots, blankets, and even florescent light bulbs which were on short supply at the Station. A call has even gone out to all Auxiliarists to bring baked goods to the Station.

Every Flotilla in Division 2 has been involved, including Flotillas 21, 22, 24, 26, 2-14 and 2-15. Auxiliarists and facilities have come to Oswego from as far away as Ithaca and Rome, New York. The duration of their individual participation has ranged from a couple of hours to 4-5 days.

**ENS Jeff McCaffrey, USN**

Ed. Note: This dispatch and photo were relayed from a US Navy Battle Group. Units and locations were not provided.

Today during my watch, they [the German ship Lutjens] signaled that they would like to come close aboard to say goodbye, as they are moving on from our present operation area. When they came alongside they were flying their flag at half-mast, and had an American flag at half-mast on their starboard halyard. The crew manned the starboard rail in dress uniforms, and as they completed their approach they unfurled a banner that read, "We stand by you." It was very moving and I think finally made the whole world trade center event "real" for the crew. "It also brought home, in a very real way, this event has affected the entire international community, not just the U.S."

Ninth District Auxiliarists are pitching in as radio watchstanders at Coast Guard Station Toledo, OH. Several Auxiliarists asked BMCS Philip McKown how the Auxiliary could best help. BMCS McKown requested radio watchstanders, and the Auxiliary responded. Auxiliarists Spencer Gilchrist, Chris Schwind and Cathy Smith are in the watchstanding rotation. Three others, Joe Boyle, Cindy Foust and Mike Muckinhaupt, are training as watchstanders. During the period 11 - 19 Sept, the Auxiliary stood 12 watches.

**John C. Stockwell, SO-PA/PB Division 2 D9ER**

Since September 12th better than 30 members of Division 2, D9ER, have been working 24/7, at one time or another, at Station Oswego on the shores of



John C. Stockwell

bring baked goods to the Station.

**Editor's Note:**

Throughout the past ten days I have had the opportunity as editor of SITREP to watch the Auxiliary respond to our nation's immediate needs with courage and a high degree of professionalism.

An item came to my attention that I must share with you. Auxiliarist Tom Murray, Division 7 D5NR worked as a Watchstander with the Atlantic Strike Team from 11-17 September, putting in 4 to 8 hour shifts per day. He wrote about these exploits in an earlier published SITREP article.

Tom had to cease his duties for a few days so that a pre-planned angioplasty could be accomplished, and it was performed successfully. Tom is back on the job, apologizing for taking the time off.

Dedication, more than just a word....a way of doing life.

**Helen H. Diodato, FSO-PA, Flotilla 14-4 D5NR, Hanover, PA**

On Sunday, Sept. 16, the Hanover Chapter (PA) of the American Red Cross and the Eichelberger Performing Arts Center announced that a benefit program, "Together We Stand...a Patriotic Remembrance", to raise funds for the devastation in New York and the Pentagon, would be held on the coming Wednesday night. I immediately began contacting all Flotilla members, in an effort to have a physical presence of the Coast Guard Auxiliary at this function.

The response, on such short notice, was immediate and positive. Nine Flotilla members, in Auxiliary uniform, were present along with spouses, family members and friends. Participating were Dave Inglis Sr. VFC, Fred and Sandra Reck, Dave Inglis Jr. and Connie Inglis, Lewis Sheaffer, Richard Brown, Joseph and Helen Diodato. Other members, such as Sally Lohman and Thomas Woy, made donations in lieu of attendance.

A program of patriotic music, oratory, and showmanship uplifted a crowd, limited to the 800 seating capacity. It also presented the unveiling of the Hanover logo commemorating the national disaster. Caps portraying this logo were made available as a fund raising project. Auxiliary personnel received thanks and blessing from strangers, who were not previously aware of our existence. In all, it was a memorable experience.

**Bob Gibson, FC, Flotilla 36 D8CR**

Auxiliarists from Eastern Shore Flotilla 36, D8CR, instructed a navigation class for CG Station Mobile personnel at the CG Brookley Complex, Mobile, AL, on 18 and 19 Sept.

OINC BMCS G. Muise requested this course prior to the attack on 11 Sept. He asked us to give the course now, since along with their regular responsibilities, the station was heavily involved in port security responsibilities. This situation prompted a need for additional coxswains and navigation instruction is an integral part of the program. The following Auxiliarists from our Flotilla were involved, as lead instructor, Bob Gibson, and the rest of the team, Bob Czyszson, Bob Burton & Tom Herides. Big thanks are directed to Bob Czyszson for integrating the course slides taken from various sources and assembling them into a seamless PowerPoint presentation. Well done!

The class consisted of 6 BM3 & 1 BM2 - 6 active duty & 1 reserve.

God Bless America

**Kenneth A. Comfort, SO-MT, Division 24 D8ER**

During the period of 12-16 Sep., Division 24 provided five facilities from three flotillas to provide security surveillance at the request of the US Army Military Police of (withheld) Arsenal (location withheld) in Alabama.



Around the clock coverage was provided and more than 102 pleasure craft were interdicted. Boaters were asked to not anchor on the shoreline and to avoid landing on the military installation. Boaters were also asked to report anything of a suspicious nature. The boating public was extremely cooperative.

This was the first mission ever provided in support of this Army installation. A local marina graciously provided dockage and overnight slips to Auxiliary facilities at no charge. The mission was highly successful as there were no incidents during the patrol.

### **Mary Larsen, DCO 7**

Augmentation (Extracted from the District 7 Commodore's message to the District)

Earlier this week I wrote to all of the members in the Seventh District asking that you stand by until the call came for assistance. Since that message the call has come for help from every Coast Guard Group in the Seventh District. Groups, Stations and Air Stations have turned to us for augmentation, and with great pride, I can report that the response was immediate. This despite the fact that Hurricane Gabrielle moved across Florida leaving a trail of damage and debris and generally impeding progress in that state and southern Georgia.

Here are a few (and these are only a sampling) of the responses. (Note: numerous stations were listed in the message, their names and locations have been withheld) Twenty-four hour patrols provided... Security checks by AUXFAC provided.... Day and night missions by AUXFAC provided... Communication Watchstanders provided.... Air assets have been requested as needed.... Again, these are only a sampling. In addition requests have come from all units as to availability.

As we are all aware, no one can foresee the extent to which our assets will be needed by our parent service. Speeches from President Bush clearly indicate that we need to be prepared to help on a long-term basis. I know that you will rise to the challenge and will "be there" for the long haul. After all, we share the Coast Guard motto, "Semper Paratus." We have lived up to it in the past; we will do so now, and we will do so in the future.

### **Joe Engel, SO-CS, Division 7 D13, Portland OR**

The call from USCG in Portland, OR came to Division 7 operations around 1400 on September 11. "Can you get a boat and crew out on the water immediately and keep one out there for the indefinite future?" The USCG needed "eyes-on-the water" for "emergency harbor security patrol" for the 40 miles of greater Portland waterways. They especially needed the Auxiliary to closely inspect the many automobile and railroad bridges in our area as well as the large (industrial) facilities, and the general security of ports and port facilities. We were also on the lookout for any suspicious or unusual activities.

The first Auxiliary vessel was underway by 1700 the day of the attack and patrolled late into that night. Using high-powered spotlights and night binoculars each area of concern was carefully inspected by our sharp-eyed crews. The Auxiliary Emergency Harbor Security Patrol was underway at 0800 the next morning with the same objectives met.

Since that time, the Auxiliarists of Division 7 have been working on Emergency Harbor Security Patrols every day to help insure the safety and security of Portland, Oregon. In some cases, Auxiliarists and their vessels have been on 24 hour emergency alert, with crews sleeping aboard the boats, to respond to any requests for assistance from the USCG.

In addition, the Auxiliary Emergency Radio Network was activated. Auxiliary radio watchstanders are maintaining a 24-hour a day radio watch throughout the length of the lower Columbia River, from Astoria to Portland. Many members are maintaining these watches 24 hours a day.

### **Daniel Graves, Flotilla 15-2 D9CR, Flushing, MI**

I serve at CG Station Saginaw River, Essexville, MI, as a Coast Guard qualified Boat Engineer.

On Friday, Sep. 14th, I reported for duty and was assigned as the duty engineer aboard a (designated vessel) for the purpose of harbor patrols. Although I serve many hundreds of miles from the attack site, I share the same deep desire as all Auxiliarists to serve our great nation!

**Tom Murray, SO-PB, Div 7 D5NR**

Within minutes of the first plane striking the World Trade Center in New York, the Coast Guard Atlantic Strike Team was alerted and moving as part of a National Strike Force activation. The (location deleted) based Atlantic Strike Team (AST) is one of the three units that make up the Coast Guard National Strike Team. The team responds to oil discharges and hazardous substance releases. Their job is to minimize the adverse impact of these events to the public and reduce environmental damage caused by them.

Auxiliarist Ellen Voorhees Division 7 SO-SR who was serving as Watchstander at the AST Incident Response Center at the time of the incident said, "I could not help but be impressed with the professionalism of the orderly mobilization of the AST personnel." (Location deleted) security was soon raised to Threatcon Delta and Auxiliarist Voorhees left the post at 1400 on 11 Sep. Security continued to be tight when Div 7 SO-PB Tom Murray was called in on Friday and Saturday, 14 - 15 Sep.

Voorhees, Murray and Flotilla 79's Marie McGlynn shared daytime coverage of the AST Incident Response Center Watch for the week of 17 Sep. AST Commander Gail Kulisch commented, "Thanks to the availability of these Auxiliarists during this period, the AST team was able to deploy and have all responders immediately available to respond to the World Trade Center disaster. They are a great part of our team."

**Gregory A. Mote, Flotilla 19 D8CR, Southport, FL**

On 9-11-2001 I gave blood in support of the Red Cross, as an USCG Auxiliarist I felt it important to support both the Red Cross and the Auxiliary. I have also been involved with 2 safety patrols and co-instructed a CPR class to 4 active duty personnel at CG Station Malone, FL, this past Sunday.

**Steve Riggs District Staff Officer-PA, District 8ER, Louisville, KY**

One day after the attack we were requested to provide assistance and patrol the Ohio River. We maintained a close surveillance of strategic community assets. We also established good rapport with local law enforcement authorities who seemed pleased to have us as partners and another set of eyes and ears.

**Helen Diodato, FSO-PA, Flotilla 14-4 D5NR, Hanover, PA**

I have contacted all of our members (of our Flotilla) and they have agreed to attend a Red Cross Benefit & Patriotic Concert at the Eichelberger Performing Arts Center on (date withheld). All members will be in uniform to show solidarity for the United States of America.

**Janet C. Burke, Assistant Director of Auxiliary, D17, Juneau, AK**

The Whittier tunnel is approximately 70 miles or a two hour drive from Anchorage and is a one-way scheduled run. Our Auxiliarists were ready to go by 1430 the same day!

D17 Commodore Craig Forrest in Homer, AK and Auxiliarist Michael Folkerts in Anchorage, AK, quickly worked out logistics. Mr. Folkerts, as team leader, was asked how quickly a team could be activated and on scene at the port of Whittier, AK and what assistance they would need from the USCG. He was able to coordinate a D17 coxswain & crew qualified team of 9 Auxiliarists, 3 operational vessels and 1 non-operation vessel to be used for berthing. Everything was in place and on standby by 1430!

Jan Burke stood watch at the DIRAUX office until 1700 when the regional command center took over. At 0800 the next morning, I was advised to tell the Auxiliary to stand down and thanked them for their prompt and professional readiness!

### **Ray Gress, DCP 3 D9ER**

At approximately 1030, September 11, the CWO at Station Buffalo contacted me (DCP 3) and requested assistance in response to the terrorist attacks in New York City and Washington, DC. Within the hour Auxiliary members were at the Station providing assistance in a variety of ways.

Division 3 is providing on-going security patrols for Station Buffalo. These are roving patrols, divided into 4-hour shifts, covering the time frame of 1600-0800, thereby allowing the active duty and reserve personnel on station to conduct other duties or get some much needed sleep. At this time, the schedule provides 100% coverage through the end of September.

Other members are performing Watchstanding duties as well in support of the Station's efforts. Auxiliary members are available at a moments notice. In addition, an "on-call" schedule was implemented that would provide Auxiliary crewmembers if needed by the Coast Guard for on the water patrols. Auxiliary operational vessels have also been offered for use.

Finally, even the nutritional needs of the Coast Guard active duty, reserve and Auxiliary personnel have been considered. Since September 11, the Auxiliary has provided coffee, snacks and whole meals for the people working, and shall continue to do so.

Division 3 also works closely with Station Niagara, and has offered the same types of assistance.

### **Noreen Folkerts, Flotilla 24 D17, Whittier, AK**

At approximately 1030 am on September 11, 2001, a phone call was received from Asst. DIRAUX Jan Burke in Juneau, AK. Due to the incidents surrounding that day's senseless acts of terrorism, the Port of Valdez was considered to be in danger, not unlike so many other places in the United States. The request was to launch a detachment of Auxiliary vessels to assist as platforms and communications for port security. Mike Folkerts AOINC of Auxiliary Station Whittier AK began making phone calls. Within 2 hours, 9 Auxiliarists, conferred with their employers, rushed home to grab necessities and were enroute to Whittier. Barry Moore would act as Coxswain for Auxiliary Vessel 256611 with Bob Harvey as Crew for the trip to Valdez. Mike and Noreen Folkerts would command AUX Vessel 250 with assistance from Roy Stoddard. Dave and Tommie Brubaker would man 243 and Sandy Smith would Coxswain for Crew Member Dennis Begen's vessel, AUX Vessel 249.

Communications with Juneau were at a premium. Jan, assistant to the DIRAUX, was relaying information from the regional command center . DCO Craig Forrest would play a vital role in the communications. With the members of the detachment on the road and the logistics of getting into Whittier, communication for the crew would be difficult for a period of time. Craig was in contact with Jan to obtain Patrol Order numbers and keep the communication open with Juneau.

As we approached the entrance to the Whittier tunnel we realized we would be cutting it close to make the next scheduled opening (the tunnel is one way with alternating traffic direction). A call was made to the Whittier Harbormaster requesting that they contact the tunnel officials and alert them as to our arrival. As we approached the tollbooth, we could see the tunnel was in fact closed to ingoing traffic, earlier than the normal closure. The attendant looked at us and simply said, "You're the Auxiliarists, right?" We were directed to the side of the booth and told that they would shut off the traffic from the other side and as soon as the traffic cleared from the tunnel, we were to turn on our flashers and drive right through. Which we did.

Once in Whittier the real preparations began. By 1530, we had 4 operational vessels, and 9 Auxiliarists ready for the trip to Valdez. The call was made to Juneau to let them know we were at their disposal, all we needed was the word to go. As we stood by, we made plans and shift schedules to arrange to be on the water 24/7 if needed, keeping the fatigue factor to a minimum. We had pulled three qualified coxswains and five qualified crew together in just a matter of hours. As plans were made and the events of the day discussed among the crews, we received calls from three more Auxiliarists wanting to know what they could do to help. Andy Buhler, Tony Hillegeist and Mark Poe were all ready to act as Good Samaritans in our area of patrol if in fact the majority of our operational vessels ended up in Valdez. By 2100 hours, we were all turning

in . . . in some ways hoping we would actually be called out . . . but in others hoping we wouldn't have to go. In either case, we were ready.

At approximately 0800 on September 12, Jan Burke again called from Juneau and gave us the word that we could stand down. The USCG Cutter (withheld) from (withheld) had made it's way to Valdez and they also had Coast Guard helicopter cover. We had been ready, and that's what it's all about. Even though we had not officially received the word to go, we decided it would be better to prepare so if in fact the word did come we would be ahead of the game. With the logistical and geographic challenges we face up here, it's better to make the effort ahead of time and prepare to help than to sit idly by and wait. By doing so, we cut 2-3 hours off our response time. Semper Paratus!

**(Dr.) Daniel R. Snyder, FSO-CM/SO-PE, Flotilla 24-4, D1SR**

As the first flush of rage passed after seeing the destruction in New York and realizing it had to be intentional, my first reaction to "What should I do now?" was to think about the Coast Guard. My guess was that all vessels at Station New Haven and Group Long Island Sound (GLIS) would be dispatched immediately to protect the area or to enforcement/SAR duty in New York Harbor perhaps creating a need for temporary personnel support at GLIS.

Since GLIS is close to where I live and work, I was at the entry gate by 1015 Tuesday morning asking the guard with the walkie-talkie to tell the Marine Safety Office (MSO) Response Officer and Coast Guard Liaison, Lt. Steve Wheeler, that an Auxiliarist was at the gate volunteering to help in any way needed.

As the first Auxiliarist to report and the only one there until well into the afternoon of that first, terrible day, Lt. Wheeler assigned me to the MSO's Chief Warrant Officer, Mr. Bear, who, in turn, assigned to me the twin tasks of (1) determining which Auxiliary coxswains/boat crews and vessels were available in the GLIS area of responsibility (AOR) for immediate orders, if needed, and (2) developing a call list of Auxiliarists in Division 24 available for service at GLIS, if needed.

To that end, I had a 'front row, 50 yd. line' opportunity to see how effective the Chain of Leadership and Management can be: Only three telephone calls were needed to put into motion all the "machinery" needed to gather the information requested! Calls to two Division Captains in GLIS's immediate AOR (DCP Ron Dejewski, Division 24 and DCP Iris Mordaunt, Division 7) put the operations machinery into overdrive (Division 25 had already reported their readiness status to Station New London) and one call to a single Flotilla Commander (Bob Bowolick, Flotilla 24-12) generated a series of telephone lists of Auxiliarists-on-call from all six Division 24 Flotillas. And all this in the space of under two hours!

By mid-afternoon the ADSO-OP (operations) for Connecticut (Lou Petriel) and ADSO-CM (communications) for Connecticut (Bob Brill) had joined me at GLIS and were busily bringing the District officers up to speed and working on the procedure to schedule future OPFAC availability with call schedule.

Even in the face of terrorist horror, the system worked extremely well and I am proud to be a part of it!

**Ronald R Volungus, CG Auxiliary/CAP Liaison, 1SR**

That morning, in the capacity of Civil Air Patrol first responder to the Emergency Operations Center (EOC) of the State Emergency Management Operations (SEMO), I initially reported to SEMO to function as the CAP Incident Commander. One of the tasks was to categorize assets near the disaster area. Several calls went out to both CAP and the Coast Guard Auxiliary for listings of assets that were operational and available for tasking.

It was organized chaos at the EOC as the many Organizations were ramping up to respond to the disaster.

**Philip Rapp, CFVI, Flotilla 16-1, D11SR**

I was asked on Friday to step up my work at the San Diego Marine Safety Office. I am a qualified Commercial Fishing Vessel Marine Inspector. I am needed to inspect the regularly scheduled commercial small passenger vessels. The Coast Guard active duty inspectors will board the incoming boats into our harbors. I intend to work full time until this threat

condition is lifted. There are 3 Auxiliarists currently working as inspectors. I usually volunteer 3 days a week but now, 5 days a week.

**Mark Christoph, FSO-CM, Flotilla 7-11 D5SR**

I operate a CGAUX HF Radio Facility and I participate in the FHWA/SHARES program, which coordinates many Emergency Operation Centers. These centers can be local or federal depending on circumstance. During the current crisis I maintained a radio watch to assist federal, state and local disaster teams with their ability to communicate disaster relief needs. In the current crisis we operated as a safety net if conventional communications fail, as it often occurs during an emergency.



**Mark Christoph standing radio watch during the crisis**

**Meredith Lloyd, Flotilla 20-6, D1SR, Warwick, NY**

On Saturday 9/15 I ferried vanloads of dog food, water etc to (local) AFB. It was interesting to see hangers formerly used to house huge aircraft, converted to a sea of sleeping bags for those poised to relieve rescue workers in NYC. In the hours I volunteered, trucks from all over the Hudson Valley and New England States quietly pulled up to the Red Cross office, left medical supplies, socks, blankets and so many other items, helped unload the trucks and quietly left. No big deal was made; everyone just wanted to contribute. I hope this new awareness of the value of volunteerism persists long after the immediate crisis has passed.

**Gail Matthews, FSO-CS, Flotilla 14 D11SR, San Diego, CA**

In the interest of port security, San Diego's Coast Guard Auxiliary Divisions 1 and 16 were called on to distribute flyers to the boating public the weekend of September 15 and 16. The flyers advised boaters that anyone leaving the port would be subject to search by the Coast Guard or Harbor Police upon their re-entry. Auxiliarists were assigned to the marinas and boat-launch ramps to disseminate this information.

As one of many participants, I can say I was very impressed with the knowledge and attitude of the boaters I encountered. The majorities were already aware of this policy, and the few others that had not heard vowed they wouldn't be leaving the harbor in an effort to decrease the workload on the Coast Guard.



**One of the preparatory briefings that took place at Activities San Diego**

**E. Robert Meyer, QE, FSO-CS, Flotilla 16-7  
D5NR, Freehold, NJ**

We attempted to travel from Manasquan Inlet, NJ to NY harbor on Saturday but, with mixed seas of 3 to 5 second waves exceeding 10 feet, it was impossible to "go outside".

Sunday was far better. The seas were calm with gentle rolls of about 3 feet. The 44-foot facility owned by Douglas and Dorothy Smith of Flotilla 16-5, D5NR, made the transit in just over 90 minutes. Along with the Smiths the crew consisted of Coxswain E. Robert Meyer (16-7), Donna Schleuss (16-7), Kevin Rooney (16-7), James Fielding (16-7), and Ehman Van Biert (16-5). We remained in the Lower Bay and were on station in the Kill Van Kull (NY Harbor). Being that the NY harbor was "locked down" to pleasure craft, we were tasked with sealing off the Kill Van Kull.



**Dorothy Smith of Flotilla 16-5 on lookout for pleasure craft attempting to transit into NY Harbor.**

God Bless America

**Luis F. Clay-Méndez, Ph.D., DCP-elect 8WR  
Port Security**

This past Friday we performed a service to the Coast Guard Auxiliary and the United States that we thought we never would: we were called to duty at (location withheld) dam, specifically, to patrol a safe perimeter in the event of a terrorist attack on this US Army Corps of Engineers' flood-control reservoir. Fresh in our minds and hearts were the tragic events of Tuesday, September 11 as we kept vigil near the dam, aware of the fact that an explosion would send millions of gallons of water and debris down towards the (location withheld) area. The sobering thought was instrumental in bringing the New York City tragedy more in focus with our local reality, and made us also realize how ubiquitous the terrorist threat was.

When I saw the events take place last Tuesday, my shock and anger came, in part, due to my inability to prevent the conflagration and help the victims. Thanks to this assignment, we all felt as if we had not only kept the (location withheld) dam from being totally unprotected, but also helped our country as it took the first steps to prevent another similar catastrophe from ever happening again.

**Jeremiah O. Coughlin, Flotilla 74 D9WR**

While not earth shattering, but very important, we had an interesting day while on patrol. We left the Chain O' Lakes in Northern Illinois and ran down the Fox River to the city of McHenry, Illinois. Almost all the houses on the river had American flags displayed. We received waves and cheers all the way down from the shoreline and off the bridges. The crew asked, "What we would do if we ran into some bad guys?" I told them we would do our best. We seemed to have cheered up some people by our mere presence. I guess showing the flag can be useful also. Semper Paratus

**Linda M. Oltz, VCP Division 2. D9ER Chittenango, NY**

Division 2 D9ER support of Station Oswego, NY

I brought my facility to CG Station Oswego to assist with search and rescue response on Wednesday morning as requested. When I arrived I joined Auxiliarist Cecil Carrier who also had his vessel ready, on standby. Since I am

AUXCOM qualified and have spent many hours assisting in the radio room, I volunteered to watchstand. I spent most of the first day training on their equipment and procedures, along with Frank Moshier, PDCP, and John Stockwell, SO-PA 2.

Frank, John and I assumed the station watch for the rest of the week. We were able to relieve the regular watchstanders freeing them for law enforcement at the gate or to be part of the security zones at other locations. Frank was there every morning till 1200, my watch was 1200 till 1600, John relieved me at 1600 and stayed until 1800.

I truly have a new respect for the term 24/7. I arrived on Wednesday, September 12, around 0830, and I left around 2000 on Friday, Sept 14 to go home and sleep. I will be back to assist next Thursday and Friday if my work commitments permit.

Mike Solinsky, FC 2-14 and JJ Phillips, IPDCP brought their boat to the Station to relieve me on Friday night.

Since the attack on the World Trade Center, Division 2 has brought in no less than 4 Auxiliarists per day with coverage overnight, to assist at the station. We have performed watchstanding, SAR assistance, and administrative support duties. Auxiliarists washed windows, mopped floors, helped in the galley, and even fixed the TV. We listened to our fellow Coasties talk about their families and how the tragedy has affected them, their parents, their children and their future plans. Our presence with an "extra pair of hands" has made their job a little less overwhelming.

Mike Allen, DCP 2, has tasked Tom Maroney, SO-OP 2 and Jan Just, SO-CM 2 to establish up an ongoing schedule of qualified operational Auxiliarists. Tom and Jan were at the station every day making calls and setting schedules for whatever the chief needed. They used their personal cell phones so as to not tie up the station phone lines. When I left on Friday night, they already had a duty schedule thru the end of the following week.

The Auxiliary in Division 2 is strong and offers full support to our station in whatever way Chief Petty Officer Danauskas needs. I have always been very proud to be a member of this great organization. When I see the commitment and dedication of our members I recall how proud I felt the first time I wore my uniform and received my first qualification ribbon.

Thank you Coasties for risking your lives for our freedom. God Bless the USA.

### **Barry Brooks Flotilla 10-4 D1SR**

Coxswain on the first patrol, and crewmember on the second.

Flotilla 10-4 sent two of its operational vessels to help out in New York Harbor directly after the tragic incident. The first patrol left our marina at 1900 on September 11 after receiving instructions to proceed to the George Washington Bridge and become one of the CG assets, at that point, stopping Hudson River traffic. We joined two other vessels, a NYC Police Boat, and a 47-foot CG patrol boat. We stayed on station until relieved at 0530 and then we returned to our homeport for some sleep. At 1900 hrs on the same day, September 12, we again left our homes, and proceeded to another marina. Aboard a second AUX Facility we motored to CG Station NY. All station vessels were active when we arrived, therefore, we were placed on standby status backfilling for any SAR activity. At 0730 on September 13, we departed CG Station NY and returned to the marina, refueled, and secured the patrol at 1330. During this critical 3 day period my crew and I were underway for 28 hours..

### **J.C., Northern Virginia (Name and unit withheld on request)**

On 11 September, in the immediate aftermath of the attack on the WTC and the Pentagon, a unit of Division 14, D5SR, was called out to provide security on the Potomac River. We received the call a little after noon, were at the marina where our facility was moored by 1400 and we were underway soon thereafter. We patrolled along the Potomac, checking various shore facilities along the way, until reaching our final destination. We set up a security patrol and were on station until dusk. The return back on the Potomac River that night was both a great navigational exercise and a chance to enjoy a beautiful clear night.

I served as Coxswain on this special patrol and was accompanied by two able and dedicated members of the Auxiliary. We have trained for many years in search and rescue, towing, pollution abatement and control, aids to navigation and other Auxiliary underway missions. We were struck most of all, that when things really mattered, the USCG had called upon the Auxiliary and that we had responded in a timely and professional matter. Most of all, those of us making this very special patrol just felt that we were doing something. We had great pride that we and the USCG Auxiliary were doing their part.

**Donna Cole, Flotilla 21 D1SR**



**Auxiliary vessel (coxswain Paulette Nedrow, crew Donna Cole) patrolling the security zone in NY Harbor on 12 September**

**George B. Morris, Flotilla 85 D5NR**

Effective 12 Sept 01 I am performing the duties of communications Watchstander at USCG Station Atlantic City, NJ. I intend to continue as long as my services are needed.

**Bill Sorrentino, FSO-CS, Flotilla 44 D7**

Flotilla 44 D7 (Daytona Beach, Fl), is not directly involved in any operation involving the WTC or the Pentagon. There is a large number of Daytona Beach metro area residents who are from New York City, including over one hundred retired New York City Police Officers, NYC therefore we felt that contact information was necessary.

Our Flotilla is posting a disaster information page on our website. The local NYC police retiree organization (10-13 Club of N/E Florida) was informed of the posting, and they have gratefully acknowledged.

Our Flotilla Commander has also put out a call to our members for blood donations.

**Alan M. Rosich, FSO-CM Flotilla 9-11 D9ER**

On Tuesday, September 11, 2001 Auxiliarist Jack Benton (who is training as a communications Watchstander at CG Station Lorain, OH) and I were covering the 0800-1200 watch. We volunteer for communications watch every Tuesday, freeing station personnel to plan for training and boat drills.

During our watch we heard of the terrorist acts and also received the official messages alerting the station. All such messages, including phone calls from Group Detroit, were passed on, in an expeditious manner, to the station command personnel.

I will continue to serve as a communications Watchstander and I hope that other Auxiliarists will take an active interest in communications. They too can then actively support their local CG Station. Though often taking a backseat to other Auxiliary missions, Watchstanding, to me, is one of the best ways to support our active duty units.

Auxiliarists, please consider becoming a communications Watchstander and become directly involved, today!

**Charles Gerber, Flotilla 10-13 D1SR**

On Tuesday, 11 Sept. 2001, from my job in Jersey City, NJ I watched as the second jet flew into the trade center. After hearing the first crash, we looked up from our jobs to see the second act happen.



On Thursday we left our dock and reported to CG Station NY. We transported Coast Guard personal to and from the base to the cutters. During the first move of bringing our AUX vessel close aboard a 270 footer off "Lady Liberty" (the statue) we lost the starboard inboard transmission. I was on the cell phone with our Flotilla Commander at the time and I asked to stay behind by transferring to another Flotilla boat we had on duty. The next time I saw my wife was at 1500 hours on Friday. Our crew took the boat home, changed personnel and went back out at 2400 that night. I am awaiting further orders to report and I will do so on a minutes notice.

As Navy Vet I wish I were younger so I could go back in to full time. We are all deeply shocked at what we saw and feel deeply for those who lost their lives. The sights and smells are beyond the scope of those watching the TV news. I saw sights no one from their safe homes could view. We saw military boats in the harbor at full ready, F series jets overhead, jets being refueled in the sky, and helicopters of all types, from all branches of our military, sights TV viewers have not seen.

My prayers go out to the families of those lost and to all the members of our military both volunteer and active. That we will end this massive call up as fast as possible and bring those responsible to justice. We know we have to end terrorism.

**David A. Elliot, DSO-OP/MS 1SR, Wyckoff, NJ**

Remembrances of a Past Week - September 15, 2001

Tuesday morning dawned as a beautiful late summer day. The taxi picked me up at 6:00 am for a ride to Newark airport for a day trip to Washington, D.C. for a business conference. The plane was late leaving Newark and we took off at 8:35. I watched Manhattan recede from my window as we flew south, with the World Trade Center towers in my view. We arrived in Washington at 9:15, and as we pulled into the gate, the pilot came on the PA and announced, "This would be one of those days that we would always remember where we were, because two planes had apparently been hijacked and flown into the World Trade Center". He, and we, did not yet know the real truth of his statement.

In the terminal, we saw TV sets with shots of the burning Twin Towers. As we stood on the Metro platform at the airport station, we heard and felt a huge explosion. It was an aircraft hitting the Pentagon, just 2 miles North of where we were, although we did not know that at the time. As we watched the smoke boil into the sky, a Metro train came into the station with the conductor shouting that service was closed.

It was Tuesday night before I could establish communications with my family, my Auxiliary staff and my friends, and Wednesday night before I could get back to New York by train.

Thursday morning I met my crew at our boat for the trip from Liberty State Park (opposite Ground Zero on the New Jersey side of NY Harbor) to CG Station New York. We spent the day at Station with the other assigned Auxiliary facilities and returned early Friday for another tour.

It was very strange to see a virtually empty harbor, where normally a coxswain is kept busy ducking around tugs and barges, ferryboats and ocean liners, and a normal slew of pleasure craft. On these days the only view was of CG vessels maintaining the security zone along with NYPD, Customs, State Police and other law enforcement vessels of all sizes and shapes. An occasional tug and barge or container ship or tanker would move, along with an escort vessel.

There have been many Auxiliary vessels at Station New York each day. More Auxiliary vessels are augmenting Station Sandy Hook. We have performed a number of support functions, from ferrying personnel to carrying supplies and meals to various sites and vessels, or performing PA or VIP missions. Additional Auxiliary vessels are backfilling CG stations as some of the regular Station boats have been re-assigned to duty elsewhere.

Auxiliary personnel are filling communications and watchstanding duties at a number of stations, and the Auxiliary radio networks are up and manned. Auxiliarists are filling other needed slots on a Station-by-Station basis. Marine Safety personnel are standing watches at the County Emergency Operations Center on Long Island and at several CG Stations.

Several Auxiliarists are working as Ground Coordinators for NYPD and USCG helicopter operations at various airfields.



**View of ground zero from the AUXFAC**



**Auxiliary vessels at Station NY (Staten Island)**

Personal recollections:

- \* Watching F-16's escort a commercial airliner into National Airport in Washington, and then "peel off" right and left.
- \* The first sight of the NY skyline from our marina, where the view of lower New York used to be magnificent, now with the Twin Towers like missing teeth and the smoke still rising
- \* Watching a boatload of construction workers coming across the river from Liberty State Park on what used to be the Financial Center Ferry, hurrying to their rescue work
- \* The "smell of war" coming off Ground Zero on the morning wind

I wish to offer my condolences to all those who have lost friends or family in this tragedy. And I want to convey my utmost respect to all those who have helped their fellow man and their Nation at this time.

### **Bob Carroll FC 10-03, D13 SLO/LLC MT**

Flotilla 10-3 D13, has in place a Disaster & Emergency Plan with the Montana Department of Military Affairs Disaster & Emergency Agency (at the request of the Governor in 1998). We also have a current Memorandum of Understanding with the Montana Department of Fish Wildlife & Parks (the state boating law administrator).

In the year 2000 we (Flotilla 10-3) were activated for a week during the Montana forest fires, which provided excellent reality experience.

In the event we are called upon, we will of course follow regulations to the letter.

**Michael Gromet, FSO PA/PB, Flotilla 13-8 DISR**

The time was 1030 Hours, 11 September 2001. My location was Lynbrook, Long Island, New York, a few miles east of JFK Airport.

"We have an emergency situation....please report to....."

Those words from my Flotilla Commander were a call to action. They broke me out of the daze I had been in since the tragic news story broke earlier that morning. Now I had a mission. Leave the office, get home, put on a uniform, pack a few things, grab my PFD and report in ASAP.

My assigned reporting location was unfamiliar, located right in the middle of our county, quite a distance in either direction to the water. Surely they would then send me to either New York City (NYC), 20 miles to the west, or one of our Long Island Coast Guard Stations for assignment. Instead I found myself helping to staff a communications operation in the County Emergency Operations Center. No need for my PFD there, but I was glad to be of service. We had communications established by 1200 hours and a watchstanding schedule by 1300. We were serving as a communications liaison between Group Moriches and various local, NYC, state and federal agencies. Gold and Silver working together to get the job done, 15 miles from the water, One Team, Team Coast Guard.

**ALAN F. YUEN, DDO-MS, 01SR**

Auxiliary vessel 403929 and its crew responded to the World Trade Center disaster at 1600 on 9/11/01. We assisted the CG Cutter Adak in keeping N.Y. Harbor closed with our crew consisting of Ken Sutherland, FC-14-1, Paula Jaklitsch, VFC-14-1, Don Jaklitsch and yours truly.

The next morning, with crew of Ken Sutherland and John Hood of Flotilla 14-4 and again, yours truly, (Paula Jalitsch was recalled to Active Duty) we were dispatched to North Cove Marina to be the SAR vessel while all the other CG assets were involved in other activities.

**Jim Coan, Sergeant, NYPD Flotilla 12-7 DISR**

Fellow Auxiliarists. When I am not volunteering with you as an Auxiliarist, my full time job is where I am a Sergeant with the NYPD serving the Aviation Unit as a Flight Operations Supervisor/helicopter pilot. Each of the past few horrifying days I have shown up to work where I get paid.....each evening I have been greeted by a very professional and hard working volunteer.....Auxiliarist Tom McGloin.

Tom has been a tremendous help and is credit to all of us. His tenacity and assistance are a credit to all volunteers in this time of national emergency. He, like all of you, is a Patriot! GOD BLESSES YOU ALL.....and GOD SPEED TO OUR COUNTRY AND OUR MILITARY FORCES FOR WHATEVER LIES AHEAD.

**John Duca, Flotilla 25-5 ISR New London, CT**



Michael Gromet



New York Harbor

I am a member of Flotilla 25-5 D1SR that meets at the Coast Guard Academy in New London, CT.

I was able to report to the office I work in at the Academy by 11am that Tuesday and assisted with a communications watch until 10 that evening. I have worked at the Academy every day this week as our Coast Guard Reservist was activated and sent to New York. I expect to continue to assist on a daily basis.

I have previously served in the National Guard and Reserve, though this is the first time I was able to assist in a disaster as it occurred. I spoke with other members of my Flotilla who reported to CG Station New London to assist. "It was satisfying to participate in this the rapid and useful response," said John.

#### **Gail Forbes, Flotilla 25-9 D1SR, Mystic, CT**

Day 1. It has not been much, but since the terrorist attacks in New York my Flotilla, 25-9, has been on a search and rescue mission of a different kind. We are working with the local Red Cross gathering much needed items to ship into the city. We have already sent a considerable amount of supplies through the Red Cross.

Many local stores have donated considerable amounts after being asked to spare a mere case of soap or foodstuffs. The response has been great. We have a truck waiting in New Jersey loaded with supplies waiting to find its way into New York. CG Station Sandy Hook, NJ is assisting us in the delivery of these goods. We have been trying to help in any way possible, as most of our members are new and not qualified in other skills.

Day 2. I have just returned from CG Station New London where a group from our Flotilla reported for duty. We washed floors, cleaned heads and washed carpets. Tomorrow two of our members will be returning to the Station to assist the cook.

We are a small Flotilla with about 22 Auxiliarists, most of them having joined within the last year. Our members are mostly from the Mystic, CT area.

#### **Bob Wells, FSO-MT, Flotilla 19 8CR Panama City Beach, FL**

I am a qualified Radio Watchstander at US Coast Guard Station Panama City, Florida. I was standing my regular Tuesday morning radio watch at the station when the Coasties in the operations office started yelling that a plane had hit the World Trade Center building in New York. We continued to watch the television as the terrorist attacks took place. Being 51 years old with 14 years of service in the US Army during the 70's and 80's, I was no doubt the "senior" person answering the many questions asked by the young Coasties.

It was gratifying to see the dedication, commitment and patriotism that these young men showed throughout the day. As I watched and relayed the message traffic, I was struck by the seriousness that the crew expressed. The professionalism they displayed was gratifying.

#### **Jim Maxner, VFC-21 1NR Casco Bay Flotilla Station South Portland Maine**

As soon as I heard the news of the attacks in New York last Tuesday I called Coast Guard Station South Portland, Maine, to volunteer my services. Since I am a qualified crewman on 3 types of the station's boats, the Officer of the Day (OD) told me that he could use a crewman and to please come in.

"Contact Auxiliary coxswains and crew and place them on a 24 hour standby," directed Senior Chief Petty Officer Keleher, "they will be on a one hour response and plan to remain on that standby for at least 8 days." I got on the phone and within an hour we had 4 boats and crews from Flotilla 21 and boats and crews from Flotilla 24. The Auxiliary response was terrific. Many Auxiliarists called the station to volunteer their help in any way possible. The station appreciated this.

The next hours were spent on security watch and search and rescue detail (SAR) in Portland harbor. The next morning, in consort with the USCG Cutter Wrangle, we escorted a large cruise ship into Portland harbor. I was assigned as helmsman

and kept station off the starboard bow of the ship as we escorted her to her pier. Once back at station I was re-assigned SAR duty until I was relieved late today.

The response to this tragedy by the Active Duty, Reserve and Auxiliary members of Team Coast Guard is impressive and demonstrates the commitment and resolve that we, as Americans, will call on to prove to the terrorists of the world that we will not bend.

