

New Year Brings New Activities

BY Roger Strukhoff, Div. Chief,
International Affairs, USCG Auxiliary

Welcome to 2005 and a new issue of *INTREP*. We have the pleasure of announcing that Robert Lewis has assumed the duties of Editor-in-Chief. Robert has served with *INTREP* as Assistant Editor for the past year, and we congratulate him on taking on the responsibilities of the new position.

We would also like to welcome Joe Umberto aboard as our new Copy Editor. Joe has an extensive experience with the Auxiliary and with the editing process, and has already made a valuable contribution to our team.

Our former Division Chief, Wayne Spivak, has moved into an exciting new National Staff role with the Public Affairs department of the U.S. Coast Guard Auxiliary, but continues to serve as an advisor to our team.

We encourage you to read every word in this issue of *INTREP*, and to respond to us with your comments and suggestions. We are always on the lookout for interesting articles about international SAR volunteers and their organizations. Many U.S. Coast Guard Auxiliary members have the opportunity to interact with their counterparts in Canada, the Caribbean, and other parts of the world. Speaking of the Caribbean, it's certainly not too early to talk about the Subject Matter

Expert Exchange meeting scheduled June 22-25 in the Dominican Republic to promote the establishment and growth of selected volunteer organizations in the Caribbean. Our Director, COMO Everette Tucker, is once again taking a lead role in this event. Look for an article covering this event in the next issue of *INTREP*. Initial planning is also underway for the 3rd Caribbean Volunteer Maritime Conference planned for the Spring of 2006 in the Miami, Florida area.

Our department, the International Affairs Directorate, is active in many areas. In addition to *INTREP*, we maintain an international website at www.cgauxinternational.org, and several e-mailing lists for those interested in receiving occasional announcements of interest. Please visit the website, have a look around, and feel free to sign up for our international affairs mailing list. You'll also find a large number of events listed for the rest of the year at the website calendar.

The International Affairs Directorate also supports the Interpreter Corps, a critical competency in today's world. If you have an interest in this, you should contact our Deputy Director Klaus G.E. Baumann at kbaumann@se.rr.com.

We look forward to providing a steady flow of information to our fellow Auxiliarists in the U.S. and volunteers worldwide. Thanks for your time and happy reading! ■

Letter from the Editor

Greetings to all, from the staff of *INTREP*

This is my first issue of *INTREP* as the editor, having been "promoted" from Assistant Editor. Due to the expanding role of the Communication Division in the International Directorate, we are gearing up to publish more issues this year than any previous year. With this in mind, we knew we had to extend our staff and did so with the addition of a wonderful Copy Editor, Joe Umberto. Joe has been in the Coast Guard Auxiliary for over five years and is a member of Flotilla 22-1 in the First District, Southern Region where he also serves as the flotilla's IS officer.

In this issue we continue to bring you news about our fellow volunteers who provide search and rescue, boater education and vessel examinations. One can find these dedicated people all over the world. There are those in Germany who search the waters

LETTER

continued on next page

CONTENTS

2 Australian Volunteer
Coast Guard Swansea



3 The German
Search and
Rescue Service



6 News from the
Citizens Rescue
Organization
in Curaçao

7 Update on the Jamaica
Volunteer Search and Rescue

Australian Volunteer Coast Guard Swansea

BY Robert L. Lewis, Jr. N-ICE

The mission of the Australian Volunteer Coast Guard is to carry out preventative



activities with the special aim of making search and rescue unnecessary.

The AVCG does this by promoting the three "E's" of boating safety: Education, Examination, and Example.

Australian Volunteer Coast Guard - Swansea operates a marine radio base at Swansea Heads, New South Wales. Coast Guard Swansea does an outstanding job at promoting the three "E's" and assisting other boaters. The Coast Guard Swansea Sharkcat, CG091, is the primary response vessel. The marine radio base overlooks the entrance to the Swansea Channel and operates seven days a week. The station handled a total of 3,142 calls on MF, VHF/UHF and HF radio bands and 1,891 phone calls during the Australian

spring months of September, October and November 2004.

The Coast Guard vessel CG091 logged a total of 237 ship hours and conducted ten assists involving a total of 24 people on board. In addition, Coast Guard Swansea volunteers logged 1,917 hours covering training, lectures, fund raising, public relations and maintenance. The fund-raising efforts by its members cover most of the operating cost of Coast Guard Swansea.

Members of Coast Guard Swansea are always ready to assist boaters in distress. One incident of note involved a senior citizen who skippered a cruiser that ran aground at Swansea Flats and was in urgent need of his medication. Coast Guard Swansea members Betsy and Malcolm Watson, who live near the Flats, were contacted to assist, since it would take a considerable amount of time for a Coast Guard or Water Police vessel to arrive at the location. Betsy and Malcolm responded to the distress call by going out on their own canoe. Once on the scene, they carried the cruiser's anchor into deeper water and with the help of the electric anchor winch and some good-old manual labor was able to float the vessel off the flats, thus allowing it to return to

its mooring and the skipper to address his medical needs. This effort undertaken by the Watson's allowed a Water Police vessel that was initially dispatched to the distress call to change course and respond to another assist.

A few weeks later a southern squall suddenly hit the Wangi Sailing Club fleet while it was enjoying a twilight sail. A small yacht in the fleet yawed and all hands were thrown overboard. The yacht then proceeded on its own up a narrow channel and beached itself near the Watson's property. Betsy and Malcolm Watson were concerned about the safety of the crew since there was no sign of anyone onboard. They were informed by Swansea that the crew had been picked up by other yachts participating in the event. They headed toward the vessel and proceeded to secure the yacht that incurred a minimum of damage from being adrift.

Australian Volunteer Coast Guard members Betsy and Malcolm Watson and the rest of Swansea insured both events ended well, without injuries and little damage, but they are reminders to all who choose the water as a place for recreation that they should plan for the unexpected, and that wearing your personal flotation device is always wise. ■



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LETTER *from previous page*

of the North Sea and Baltic Sea, others who patrol the waters around the Netherlands Antilles, off the shores of Jamaica and Down Under on the Swansea Flats of Australia.

We are always looking for stories of interest about the Auxiliary's contact with volunteer search and rescue services in other countries. Therefore, if you have information for an article, know of someone who we should interview or would like to know more about another organization, please contact me at INTREP@gmail.com.

Robert L. Lewis, Jr.
Editor, *INTREP* (N-ICE)

The German Search and Rescue Service

The Deutsche Gesellschaft zur Rettung Schiffbrüchiger (DGzRS), or German Sea



Rescue Service, was founded as early as 1865 as a private entity. The mission of the DGzRS is to

promote, implement, and maintain an efficient maritime search and rescue service in the coastal waters and on the high seas; to further the ideal of selfless commitment to saving human lives at sea and thereby promoting international solidarity by human action.

In October 1990, after the reunification of Germany, the DGzRS was recharged with its pre-1939 responsibilities for maritime search and rescue

In March 1982 the Federal Minister of Transport officially entrusted the DGzRS with performing, on its behalf, maritime search and rescue in accordance with Regulation 15 of Chapter V of the 1974 *International Convention for the Safety of Human Life at Sea* and the 1979 *International Convention on Maritime Search and Rescue*. The DGzRS would continue to act as a private, independent and voluntary institution (i.e. without any governmental support). The conducting and planning of the Search and Rescue (SAR) service by the DGzRS would be subjected to the appropriate regulations of the SAR Convention. In 2001 the DGzRS received donations and contributions in the sum of approximately \$17 million EURO (that is over \$22.3 million); which was used to fund their service.

In October 1990, after the reunification of Germany, the DGzRS was recharged with its pre-1939 responsibilities for maritime search and rescue in the SAR region of the



27 meter class Rescue Vessel Hermann Marwede in route to a rescue.

former German Democratic Republic. After only three years, through tremendous effort and considerable investment, the organization has achieved, without governmental aid, the same high technical standard in that portion of the German SAR region as had been common in the western portion of the region for decades.

The Maritime Rescue Coordination Centre-Bremen is part of the SAR-department and is located at the head office in Bremen. The MRCC is an integral part of the German Sea Rescue Service. MRCC-Bremen is responsible for operational planning, coordinating, controlling and documenting cases of maritime distress within the German SAR-region (SRR). MRCC-Bremen assists the responsible MRCC in cases of distress of German ships in foreign waters. When the responsible MRCC is not able to fulfill its tasks then MRCC-Bremen will take over coordination.

In 1999 the DGzRS took over responsibility for monitoring and operating VHF distress frequencies channel 16 and DSC channel 70 along the German coastline by establishing Bremen Rescue Radio. Cases of aeronautical distress within the German SRR are the responsibility of the RCC Glücksburg, which is part of the German Navy and the coordinating agency. The SAR-Services of the Navy and the DGzRS have agreed on mutual support.

All maritime search and rescue activities are carried out in accordance with a SAR operation plan issued by the DGzRS. This plan contains all information about the maritime SAR service within the German SRR.

Nearly all controllers of MRCC-Bremen are in possession of the German merchant marine master's license (highest grade).

GERMAN SEARCH AND RESCUE

continued on next page

GERMAN SEARCH AND RESCUE *from previous page*

They regularly participate in special DGzRS SAR training and also in SAR training courses of both the UK and US Coast Guard. Thus maintaining a very high standard of special education and keeping their knowledge up to date. Practical training on board rescue cruisers and cutters reminds them of what the job is all about.

The DGzRS is well known for promoting medical first aid at sea; therefore, all units are equipped with a variety of medical devices.

There is a frequent exchange of MRCC-Bremen controllers with the MRCCs of SAR services in neighboring countries. This is important since exercises affording co-operation between MRCCs are common.

Since 1996 the German Sea Rescue Service runs its own simulator training center in Bremen for tactical SAR training and the training sub-center in Neustadt/Holstein to practice rescue boat handling and seamanship, which includes basic medical training. The DGzRS is well known for promoting medical first aid at sea; therefore, all units are equipped with a variety of medical devices.

The fleet of the DGzRS is made up of 21 rescue vessels between 23 to 44 meters and are manned by 184 specially trained full-time professionals that work along side 700 volunteers which staff 39 rescue boats.

To guarantee the crew maximum safety and capability, the organization constructs all its ships and boats out of aluminum with self-righting and closed superstructure designs. This allows comfortable transportation of ill or injured persons. The rescue vessels are highly specialized ships with a design that allows them to operate in shallow waters.



23 meter class Rescue Vessel Theo Fischer returning to port after a patrol.



Two DGzRS vessels engaged in ice operations.

GERMAN SAR

continued on next page

GERMAN SAR *from previous page*

Specialty craft of the fleet include: four ships with a gas protection system which allows them to enter dangerous atmospheres, six fire fighting craft with a suppression capacity of about 2200 tons per hour, and two 44 meter rescue cruisers with a helicopter operation deck and a bollard pull of 25 metric tons.

The German Sea Rescue Service has recognized three main objectives that it has to consider. They are Human Resources, Social and Economic

Conditions, and Climate Changes.

Human Resources: the shortage of seagoing personnel in Germany, a common problem throughout Western Europe, will have more and more effect on the manning of the organization's fleet. That means that in the future seamanship and familiarization with the sea cannot always be taken for granted. The DGzRS continues to improve its efforts in training and drilling to keep the high standards of professionalism in self-protection and

rescue techniques on board a rescue craft.

Social and Economic Conditions: The last decade has brought political changes in the former communist or Soviet states in the Baltic region. This has led to rapid economic growth in that area. Shipping within or to the Baltic nations has been increasing annually by number and size. Open borders allow new routes for passenger ships and ferries of larger size and higher speed. To be prepared for these potential risks, the DGzRS intends to strengthen the rescue fleet in the Baltic Sea. The coming years will see a planned growth in the number and size of rescue ships permanently available in the Baltic Sea.



The German Sea Rescue Service has recognized three main objectives that it has to consider.

Climactic Changes: Scientists expect that the climate in the German area of responsibility will change over the next few decades. People must be prepared for worsening environmental conditions for search and rescue. More and longer periods of stormy winds, together with higher sea states in conjunction with rapid weather changes, must be considered when the organization plans new rescue crafts. The DGzRS designs all ships in the fleet with a life expectancy of 25 to 30 years. They now have increased the demands on a new rescue cruiser that has just completed construction. The ship is designed to operate in the open North Sea as a relief for the 44-meter rescue cruiser based on the island of Heligoland. After her maiden voyage and sea trails the ship became operational in the autumn 2003. This replacement will allow transferring in an additional 44-meter rescue cruiser into the Baltic. ■

News from the Citizens Rescue Organization in Curaçao

The Citizens Rescue Organization in Curaçao, Netherlands Antilles (CITRO) is an all-volunteer lifesaving service that works closely with the Coast Guard of the Netherlands



Antilles and Aruba. CITRO handles approximately 55 Search and Rescue (SAR) cases with an average of 80 lives at stake each year. In 2004, CITRO was not only active with rescuing seafarers and warning boaters about Hurricane Ivan, but was also engaged in the location of unexploded ordnances. Below are some of the highlights of last year's activities:

MAY 2004

A pleasure-craft with 5 persons on board fishing on the north side of the island of Curacao encountered serious problems when the bilge pumps failed. The crew managed to communicate via cell phones with RCC Curacao and family. Rough seas were encountered and the boat capsized close to shore. All hands aboard ended up in the water. Two managed to reach safety along the rocky shore; however, three remained in the water. A quick response and a SAR case swiftly coordinated by the RCC and executed by a Coast Guard of the Netherlands Antilles and Aruba (CGNA&A) helicopter. The local police department, Curacao Emergency Medical Services (CEMS) and CITRO were all involved in the SAR. The case had a positive outcome with all five persons being rescued. This was another case that demonstrated boating on the north side of the island of Curacao could be very dangerous.

CITRO handles approximately 55 Search and Rescue (SAR) cases with an average of 80 lives at stake each year.



Rescue vessel Cornelius Zwaan.



Rescue vessel Antje.

CITIZENS RESCUE

continued on next page

CITIZENS RESCUE *from previous page*

JUNE 2004

A vessel caught in high seas and strong winds loses all control along the rocky coastline. The operation was coordinated by the RCC. The CGNA&A Cutter JAGUAR, CITRO Rapid Responder ANTJE, and the CITRO Towing Vessel CORNELIUS ZWAAN were dispatched. Resulting in all lives and property being saved.

A sailboat was approaching the narrow and tricky entrance to Spaanse Water Bay. Rough seas and high winds prompted a call to CITRO for assistance. A vessel was immediately dispatched and assisted the ship in safely navigating the harbor entrance under these adverse conditions.

SEPTEMBER 2004

The assistance of CITRO was requested by the CGNA&A when it was reported that an object appearing to be an explosive device was seen underwater in a recreational area. Those that reported seeing it were able to provide an exact GPS position. CITRO's Rapid Responder ANTJE was deployed to the GPS position. A diving survey was planned for first light. CITRO, CGNA&A, and professional underwater photographers located the object. Experts confirmed that the object was a grenade. The area was secured with the help of local authorities, the CGNA&A and the Royal Dutch Navy. The unexploded ordnance was safely removed.

NOVEMBER 2004

A vessel caught fire two nautical miles off shore. Seven people were on board and had to be quickly evacuated. A rapid response led to a calm and well controlled evacuation of the vessel. The CITRO Medical Team responded to treat the wounded, which were transported to the hospital by the Curacao Medical Emergency Services (CEMS). The



scene to handle the fire. The vessel sank before the CITRO Towing Vessel CORNELIUS ZWANN could tow it back to port.

An abandon sailing vessel was discovered by CITRO approximately 30 nautical miles off shore. CGNA&A and CITRO verified that there were no passengers or crew on board. It was determined that leaving the sailing vessel afloat would lead to direct risk for other sea going vessels. Two rescue vessels of the CITRO were dispatched and worked for a half day to deliver the vessel to the docks in the port of Willemstad by midnight.

Additional information about CITRO can be obtained by visiting their website at www.citro.org. ■



Launching of the Antje.



Update on the Jamaica Volunteer Search and Rescue

BY LCDR Peter M. Broda
Coast Guard Attach
U. S. Defense Attach Office
Kingston, Jamaica

Good things have been happening with Jamaica's volunteer search and rescue organization (JASAR). JASAR is in the process of registering with the International Lifeboat Federation (ILF) as a volunteer search and rescue organization. Dr. Peter Phillips of the Jamaican Minister of National Security will send a letter accompanying the ILF application. This will give JASAR official recognition by the Government of Jamaica.

JASAR will establish two communication

centers; one center will be located at Jake's Hotel in Treasure Beach and the other will be set-up at the Calabash Bay Fishermen's Cooperative on Calabash Bay. VHF-FM channel 64 is the common traffic frequency



for fishermen on the south coast of Jamaica and the Pedro Cays. JASAR will monitor this frequency 24 hours a day. JASAR's first maritime asset is a 34-foot Wellcraft with twin Yamaha 115hp engines. This boat has been provided on loan by JASAR member Paulo del Grande and will be used in search and rescue operations.

Three members of the United States Coast Guard Cutter GENTIAN were in Treasure Beach, Jamaica from 13-14 December 2004. The coast guard provided two days of training to 16 members of JASAR. The training included basic seamanship, navigation, communication fundamentals, and SAR. ■

USCGA CALENDAR 2005

JANUARY

23-31

NEXCOM, OPCOM, N-Train
 ST. LOUIS, MO

MARCH

13-16

IBWSS Conference
 NEWPORT BEACH, CA

16-17

LANT Area Flag Conference
 NEW ORLEANS, LA

APRIL

15

25th Anniversary of the beginning of the Mariel Boatlift

MAY

1-5

Southern States Boating
 Law Administrators Meeting
 LITTLE ROCK, AR

5-15

Western States Boating
 Law Administrators Meeting
 HELENA, MT

16-19

CG Academy Graduation
 NEW LONDON, CT

21-27

North American Safe Boating Campaign

JUNE

8-12

NEXCOM Meeting (Tentative)

19-24

Aux. Senior Officer's Course
 CG Academy
 GROTON, CT

JULY

AIM Weeks 10-30
 CG Academy ARCO-A(E)
 GROTON, CT

14-17

Fiscal Committee Meeting
 ST. LOUIS, MO

AUGUST

29

89th Anniversary of the Authorization to build the first 10 Coast Guard Air Stations

31

115th Anniversary of the First recorded narcotics seizure by a Cutter

SEPTEMBER

11-15

NASBLA Meeting
 PORTLAND, OR

29 SEP-2 OCT

ISAR 2005
 HALIFAX, NS

OCTOBER

2

ISAR 2005
 HALIFAX, NS

NOVEMBER

23

63rd Anniversary of the Women's Reserve of the Coast Guard, Known as "SPARS"

DECEMBER

5

International Volunteer Day