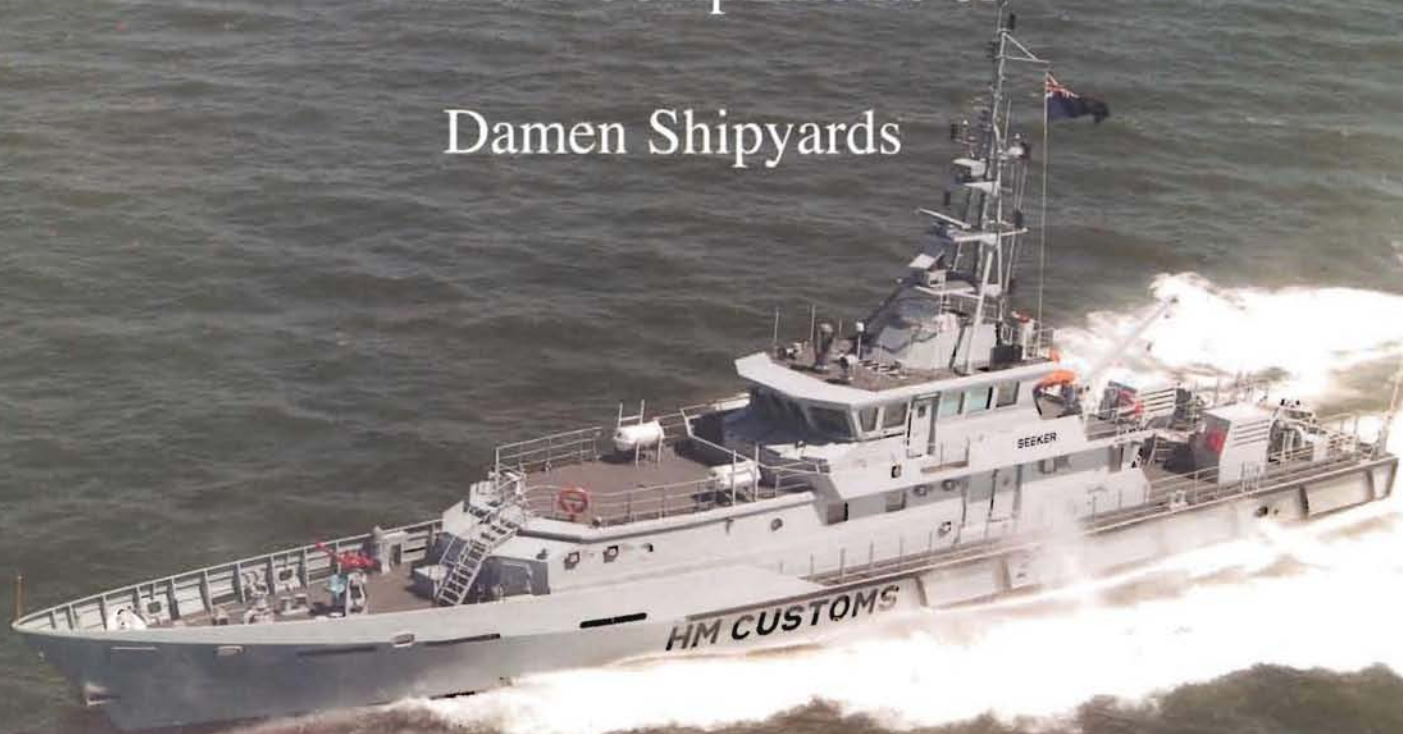




Seawatch



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Table of Contents

Editorial 1
 Message from the Chief of Staff 2
 Message from the Commanding Officer 2
 Through The Years 3
 Past Officers Commanding and Commanding Officers 4
 The Present Command 5
 Origin and Activities of the JDF CG(NR) 6-8
 The JDF Coast Guard Medical Centre 10
 Operational Imperatives In An Environment of Declining
 Financial Support 11
 Jamaica's Maritime Space: *Can We Handle It* 12-13
 Marine Engineers of the JDF Coast Guard 14
 "Operation Riptide" - Maritime Co-operation In Action 15-16
 "So you want to be a Coast Guard Sailor" 18-19
 The Voyager 20
 Photo Gallery 22-23
 JDF Coast Guard facing the challenges ahead 24-25
 A Vision for the Coast Guard 27-28
 From the deck to the fashion runway 29-30
 Last Post (Those who have left us) 32

Front Cover

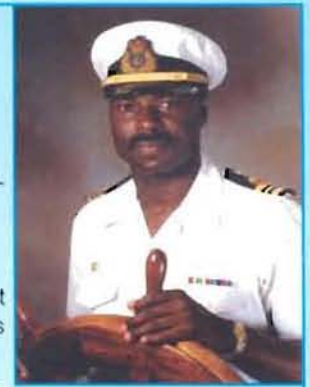
JDF Air Wing and Coast Guard conducting search and rescue training at sea. (Photo by Bryan Cummings)

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The views expressed in The Seawatch do not necessarily reflect those held by the Minister of Defence, The Defence Board, The Ministry of National Security, The Chief of Staff or the Commanding Officer, Jamaica Defence Force Coast Guard.

Visit the Coast Guard Page on the JDF Website at
www.jdfmil.org

Editorial



It is a distinct privilege and honour to be involved in the production of this very special publication in celebration of forty years of existence of the JDF Coast Guard and JDF Air Wing. This milestone is worth celebrating and one of the finest and most enduring ways of commemorating this occasion, is in the form of a publication which will live long after the celebrations are over.

The contribution of these two Units to the nation is beyond doubt: the lives of many people in the maritime world, in government agencies, airline industry, the health service and others have been influenced in some way through interaction with these two organizations. The attainment of forty years of service is an appropriate juncture at which to assess the contribution to the nation and at the same time, to craft a vision of the way forward.

Since "SEAWATCH" has not been published in over twenty years, there is a lot to catch up on. This special edition seeks to capture the essence of Coast Guard's existence and share some of the highlights with you our esteemed readers.

An attempt was made to present an eclectic mix of articles which would appeal to a wide cross section of readers, with the underlying theme of service. Thus, a brief historical overview is provided. Other features include a look at the fleet over the years, the men who have commanded the Unit, the work of various departments, operational matters and profiles of individuals who have made their mark. We also present what we envision the Unit will be in the coming years. In addition, there are articles and photographs, which capture the lighter moments. It is hoped that these will inform our readers as much as they will entertain and that the experience will be a pleasant one.

A special word of thanks must be expressed to all those persons who helped in putting together this magazine. To the contributing authors and researchers your creativity and insightfulness brought depth to the magazine. To our generous sponsors, thank you for your unstinting spirit. To the technical people who tirelessly clicked the mouse, your contribution was invaluable.

Finally, let us all savour the thrill and euphoria of this occasion but be ever mindful of the awesome challenges which face us always. Let us reaffirm our conviction and commitment to the tasks at hand as we seek to make a difference in our chosen field.

To the Units, heartiest congratulations and Godspeed.

K A Douglas
Lieutenant Commander
Editor

Message from the Chief Of Staff



To the officers, enlisted ranks and civilian personnel of the Jamaica Defence Force Air Wing and the Jamaica Defence Force Coast Guard, I offer my heartiest congratulations on the excellent record of service you have given to Jamaica and the JDF over the past forty years. As members of the JDF Air Wing and the JDF Coast Guard you have consistently lived up your respective mottos: "We Fly For All" and "Service - For the Lives of Others".

Inherent in your respective mottos is a commitment to a great humanitarian endeavour, that of saving lives. For your services on this great mission and other missions I say "BRAVO ZULU". You have responded to the challenges of the past four decades with selfless sacrifice and professionalism.

The period ahead will be even more challenging and demanding than the past. Notwithstanding, I am confident that having carefully preserved the good from the past, you are now poised to build on the solid base of those experiences, whilst effecting the necessary changes to the status quo. I know you will meet those

challenges. To you the readers, I trust that you will not only enjoy what you read, but that you will learn much more about the great works of your Air Wing and Coast Guard.

Finally, I salute all the members of the Air Wing and Coast Guard, past and present, for your service to country and to this force. As you reminisce and celebrate the milestone reached, go forward with pride and with renewed energies to serve in the manner as exemplified in our core values, Courage, Commitment, Honesty, Integrity, Loyalty and Discipline. Happy 40th Anniversary.

H M LEWIN
Rear Admiral
Chief of Staff

Message from the Commanding Officer

Since its founding as the Sea Squadron in August 1963 to the present, the JDF Coast Guard has been constantly evolving to meet the needs of an energetic and ever more demanding maritime community and general public.

The Unit, as the maritime arm of the Jamaica Defence Force has redefined itself over its forty years of existence. Seen in its conception and therefore somewhat constrained in its development by the notion that its principal and over arching role was "to provide support to the infantry," the Coast Guard has developed its own distinct character and shown its relevance to the Jamaica public. In addition to the defence readiness role, several others have been taken on to meet the daily needs of the public.

The Coast Guard plays the lead role in all aspect of maritime law enforcement in waters under Jamaica's jurisdiction. The Unit is a key agency in maritime safety in general and the primary agency in a maritime Search and Rescue in particular. Marine environmental protection is also an important responsibility that the Unit trains for and carries out with ever greater frequency. Working with other public bodies and private institutions, the Coast Guard has built up a wealth of knowledge and experience and makes continuous contributions in support of these bodies in the interest of nation building.

Providing the services that the public has come to expect has challenges. Jamaica's physical geography and location pose peculiar difficulties. Resource constraints and changing societal attitudes to many practices previously taken for granted, pose other challenges. The high command of the Jamaica Defence Force and the Unit itself are mindful of the challenges and are constantly adopting new practices to overcome them and meet the demands required in the interest of the country.

Forty years is an important period and a milestone worth celebrating but it is only the beginning in the life of an organization such as a Coast Guard. The Unit has learned the lessons from its past and will build on its successes. The search for continuous improvement will guide our endeavours to provide "Service for the Lives of Others".

Congratulations and heartfelt thanks must be extended to all the men and women, civilian and military who have served in the JDF Coastguard over its forty years of existence. Their service has touched the lives of many for the better.

Finally I must thank the team from JDF CG and JDF AW who conceptualized, contributed and worked assiduously to bring the magazine to the point of publication. The joint effort between these two 'small' Units of the Force on this project is an example of the excellent working relationship, shared ideas, and camaraderie which characterize our existence.

Congratulations to both Units in celebration of their fortieth anniversary milestone. To everyone, 'Well Done.'

S R INNIS
Commander
Commanding Officer



A year after the Jamaica Defence Force was formed in 1962, a naval arm, the 'Jamaica Sea Squadron' was added. The Sea Squadron's headquarters was located at the old British Royal Army Service Corp base at Princess Street in Down Town Kingston and its personnel were initially drawn from volunteers from within the JDF or Officers with Masters Certificates and Ratings with seagoing experience. Also formed in 1963 were the Reserve sea going sub-units the Jamaica Sea Squadron Flotilla 3 and the Jamaica Sea Squadron Flotilla 4, comprising of all the civilian male staff at the Harbours Department.

The original boats of the Sea Squadron were three 63ft wood-en World War II search and recovery boats provided by the



United States Government. They were commissioned (Her Majesty's Jamaican Ship) HMJS Yoruba (P1), HMJS Coromante (P2) and HMJS Mandingo (P3). A training team from the British Royal Navy assisted with the Unit's early development.

The Sea Squadron was renamed the Jamaica Defence Force Coast Guard (JDF CG) in 1966 and the naval White Ensign, naval rank insignia and Royal Navy - patterned uniforms were adopted. The two Reserve sub units the Jamaica Sea Squadron Flotilla 3 and the Jamaica Sea Squadron Flotilla 4 were briefly renamed Jamaica Marine Reserves (Coast Guard) and Jamaica Marine Reserves (Harbours) respectively. These were later fused into one Reserve Unit the JDF CG (National Reserve).

Other highlights over the years include:

- 1965 - HM Queen Elizabeth, The Queen Mother visits Cagway
- 1966 - P4 commissioned
- 1966 - HRH Prince Phillip and HRH Princess Anne sailed onboard HMJS Coromantee
- 1967 - P5 commissioned
- 1967 - P6 commissioned

- 1970 - First drug bust made; 17,920lbs marijuana seized onboard Lady Christine and Sea Lion
- 1972 - Coast Guard headquarters relocated to HMJS CAGWAY, Port Royal
- 1974 - HMJS CAGWAY commissioned
- 1974 - P7 commissioned
- 1977 - CG becomes an autonomous Unit

- 1980 - The first fisheries bust was made when FV TINY was found fishing illegally. She had on board 450lbs of lobster
- 1981 - P7 refitted; she was extended from 105ft to 115ft

THROUGH THE YEARS

A History of the Jamaica Defence Force Coast Guard

- 1982 - Police Training School relocated from Port Royal; CG base expanded.
- 1982 - P5 refitted in Jacksonville, Florida
- 1983 - Boat accident in Kingston Harbour results in death of AB Peterkin
- 1983 - CG troops participate in Operation URGENT FURY in Grenada
- 1985 - OS Grey dies in diving accident in Dragon Bay, Portland
- 1985 - Lt Cdr H Lewin assumes command of HMJS PAUL BOGLE at Lantana Boatyard, Florida
- 1986 - HMJS Paul Bogle commissioned
- 1986 - P8 participates in Statue of Liberty celebration in New York.
- 1987 - British Prime Minister Margaret Thatcher visits Cagway
- 1988 - Cdr P Brady relinquishes appointment as Commanding Officer of JDF Coast Guard. Lt Cdr H Lewin appointed acting Commanding Officer.
- 1988 - Hurricane Gilbert devastates CG base
- 1988 - Station Discovery Bay opened
- 1988 - SV Saucy Sue wins Miami - Montego Bay yacht race

1990 - MV DUSTY III sinks off Morant Point with four sailors on board while being towed by HMJS MANATEE BAY. Those who died were AB Lue, M OS James, R OS Rodney, OS Simms, C



- 1990 - OS Simpson fatally shot on board HMJS FORT CHARLES in Montego Bay
- 1992 - Three Avance go fast boats donated to CG by the USA
- 1994 - Lt Cdr S Innis appointed Equerry to Her Majesty Queen Elizabeth II on her visit to Jamaica
- 1994 - SLT A Kong becomes first female officer to join the JDF CG
- 1994 - A flood of Haitian refugees enter Jamaica; CG assists USCG in dealing with Haitian immigrants bound for the USA
- 1995 - P7 visits Belize
- 1997 - Shiprider Agreement signed between Jamaica and USA
- 1997 - Station Pedro Cays opened on Middle Cay
- 1997 - New operations building constructed by Seabees of the US Navy and 1 Engr Regt (JDF) handed over to CG
- 1997 - P8 commences major refit at Network Marine Inc., Louisiana
- 1998 - P8 participates in Exercise Tradewinds in Belize
- 1999 - CG receives the first of two 82ft Point Class vessels from USCG



Past Officers Commanding and Commanding Officers



Lt Cdr G Copeland
1963 - 1969



Cdr L E Scott
1969 - 1972
1974 - 1977



Cdr J Farnol
1972 - 1974



Cdr P L Brady
1977 - 1979
1979 - 1988



Lt Cdr J McFarlane
1979



Cdr H M Lewin
1988 - 2000



Cdr E A Taylor
2000 - 2002

JDF Coast Guard (National Reserve) Officers in Command

Lt Cdr Stanley Willers	1963 - 1974
Lt Cdr Michael Seakins	1974 - 1979
Lt Cdr Hector Robinson	1981 - 1988
Lt Cdr Evon Clarke	1988 - 1996
Lt Cdr Basil Fernandez	1996 - 1999
Lt Cdr Henry Tomlinson	1999 - 2002
Lt Cdr Solomon McCalla	2002 - Present

Regulating Master Chiefs of the JDF Coast Guard

MCPO II Simpson, B	1969 - 1971
MCPO II Myers, T	1971 - 1975
MCPO II Hibbert, K	1975 - 1979
MCPO II Bruff, L	1979 - 1982
MCPO I Cyril Isaacs	1982 - 1988
MCPO I Rupert Simpson	1988 - 1996
MCPO I Glenroy Morgan	1996 - Present

The Present Command



Cdr S R Innis
Commanding Officer



Lt Cdr K A Douglas
Executive Officer



Lt(sg) D P Chin-Fong
OC Shore Base



Lt Cdr L A Miller
OC Marine Wkshop



Lt Cdr S McCalla
OC CG(NR)



Lt(sg) A Wemyss-Gorman
Operations Officer

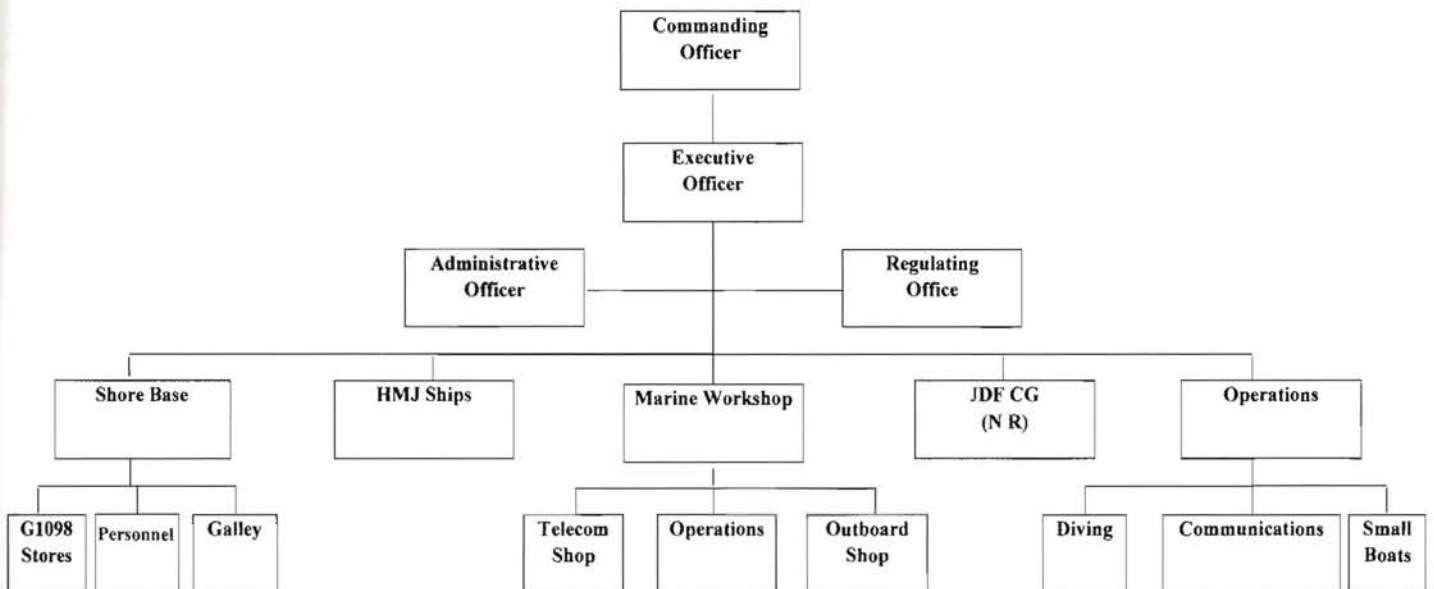


Lt(sg) M Powell
Administrative Officer



MCPOI G Morgan
Regulating Master Chief

Organizational Chart



Origin and Activities of the JDF CG(NR)

By Lt Cdr Solomon McCalla
OC JDF CG(NR)

At the time of the formation of Jamaica's nascent naval outfit, the Reserve sea going sub-units Jamaica Sea Squadron Flotilla 3 (a Yachtsman's Reserve) commanded by Sir Anthony Jenkinson and Jamaica Sea Squadron Flotilla 4 (comprising all the civilian male staff at the Harbours Department) commanded by Lt Cdr Stanley Willers were also formed. The two Reserve Sub-units JSS 3 and JSS 4 were briefly renamed Jamaica Marine Reserves (Coast Guard) and Jamaica Marine Reserves (Harbours) respectively; these were later fused into one Reserve Unit the JDF CG (National Reserve).

The first Reserve Officers to be commissioned in JSS 3 were Lt Ronnie Bitter, 2/Lts Michael Seakins, Kurt Eldemire and Chunky Lopez. Sub Lt Anthony Blackburn and Sub Lt Grahame Fulton later joined the Unit. Those commissioned in JSS 4 were Major Stanley Willers, (Harbour Master) Major Alan Tough (Deputy Harbour Master) and Captain NR McLaughlin Captain of MV Jamaica.

In the early days, training for the Officers was mostly conducted by Majors Willers and Tough and Captain McLaughlin using MV Jamaica and the boats of the Harbour Department. Lt Richard Harvey also gave valuable assistance during this time to Officers in training. The Regular Coast Guard personnel did training for the enlisted men in Seamanship whereas 3JR instructors did training in infantry skills at Curphey Barracks on Tuesday evenings. The CG Reserve attended its first Annual Administrative Parade in 1971 as a platoon within a parade commanded by CO 3JR(NR).

In 1973 a revision of the Sub-unit's establishment was done and most of the present posts were created. These included captains for the Bay Class Boats, Executive Officer and Navigation Officers. Shore Base establishments allotted were Training Officer, Administrative Officer, Weapons Officer and Welfare Officer.

On September 12, 1974 an era in the JDF CG (NR) came to a close when Lt Cdr Willers retired. He had spear-headed the merging of the two Reserve Units and was appointed its first Officer in Command. He was succeeded by Lt Cdr Michael Seakins, a British subject who had served in the Royal Navy Reserve and was a lecturer in Chemistry at the University of the West Indies (Mona).

After serving the Sub-unit for fifteen years Lt Commander Seakins retired in 1979 returning to the UK, resulting in the appointment of Lt (sg) Evon Clarke, a seafarer from



Port Royal, as Acting OC. He acted for two years at the end of which, Lt Cdr Hector Robinson was appointed as the OC.

During the first half of the 1980's the Unit attained outstanding results in its anti-narcotics operations. The Bust Scroll in Rosey Hole at HMJS CAGWAY reveals that between 1980 and 1985, twenty six (26) of the fifty four (54) busts to date were made. This netted in excess of 150,000lbs of marijuana. Reserve personnel figured prominently in some of these interceptions in various capacities. It is of significance that the largest drug bust in the Coast Guard's history had as its principal architect, Reserve Officer Lt (sg) Frank Henry and another Reserve as its Navigator the Late Lt (jg) Dennis Johnally! This occurred in 1980 and the boat captured was El Alfarez Real.

Reserve Officers and Ratings crewed patrol vessels proceeding on dry dock at the US Naval Base in Guantanamo, Cuba and Miami and Jacksonville in the United States. Here, valuable experience was gained in seamanship, ship husbandry and navigation.

The June Floods of 1986 resulted in the Rio Minho reclaiming its original course which had been occupied by the inhabitants of Rocky Point, Clarendon. Extensive damage was done to machinery, property and livestock. In fact, all the occupants of this fishing village had to seek refuge on the higher ground of Portland Cottage an area north of Jackson Bay. As it happened, this flood occurred just before a Reserve Training Weekend. No contact could be made with the inhabitants of Rocky Point by land and a fly over by JDF helicopter revealed that the town's people had relocated. The only other way of accessing them was by sea. By this time, they were cut off from supplies for more than forty-eight (48) hours with no food, water and little warm and dry clothing.

The task of providing flood relief was given to the Reserve Crew. So, laden with nutri-buns and jerry cans of potable water, HMJS Discovery Bay slipped Cagway with Lt Cdr Robinson in command. Upon arrival at Rocky Point, not a single inhabitant could be seen as they had all left their houses and property for safe ground. The town had a pungent scent of decaying animals and canoes could be seen using the streets as waterways.

The occupants were later found with their bare essentials and various tales as to what had happened. The supplies were distributed to the villagers who were overjoyed at seeing us as some of them had not eaten for the last twenty-four hours. Their medical conditions, which included an outbreak of shingles, were also attended to by Lt(sg) Ron Duquesnay a medical doctor and two trained Medical Orderlies.

The JDF CG (NR) has grown from the days when Reservists had to organize individually their two weeks of continuous training at sea to become proficient. Since the 1980's these two weeks of annual camp have consisted of structured training with the Regular Coast Guard, with other Units/Sub Units in the National Reserve or even on its own. Annual camp has been held in various locations including Port Antonio, Ken Jones Airstrip in Portland, Caribbean Maritime Institute, Discovery Bay Outstation, Curphey Barracks -3JR, and also at HMJS Cagway, Port Royal. Land based training is always complimented with seagoing activities and the two week annual camp is sometimes brought to an end with an overseas port visit. Visits have been made to Georgetown, Grand Cayman, Les Cayes and Port au Prince Haiti and Guantanamo Bay, Cuba. Members of the Unit have also gone to the United Kingdom as part of British Armed Forces/JDF Calypso Hop Exchange and have received valuable training in ocean navigation and passage planning. More recently, training has been provided to Officers and Ratings in Puerto Rico as part of the United States National Guard Training Programme.

Lt Cdr Hector Robinson handed over the reins of the CG (NR) to (sg) Evon Clarke. This era could easily be described as the assets era of the Unit. It was during this time that Hill Block was acquired for the Ratings and HMJS Manatee Bay was assigned to the Sub Unit. Ex Regular Lt(sg) Robert Sutherland was appointed as Captain. The property and berthing station in Discovery Bay was also acquired with the assistance of Lt Cdr Clarke for full use as an Outstation for the Unit. The Outstation became quite useful as the Unit continued to fight the illegal drug trade on the North Coast.

The weekend of the September 9-11, 1988 was a training one for the Sub unit and sea going training had been scheduled using HMJS Manatee Bay under the command of Lt Sutherland. After patrolling all night, the 'Skipper' anchored at Negril to allow the crew some well deserved shore leave. It was at this time of liberty that the Captain was called to the ship for an urgent radio message from the Coast Guard Headquarters.

The message contained a bulletin on Hurricane Gilbert, which was expected to hit Jamaica from the east in two days. We were instructed to head to the east and evacuate the fishermen on Morant Cays.

On arrival on the Cays, instructions were given for the fishermen to return to the mainland by whatever means

they could. Those with canoes did so and those without, were carried on board HMJS Manatee Bay. The men were taken to Bowden and placed ashore after which the crew proceeded to HMJS Cagway. There, the tasks of securing the vessels in the hurricane shelter had to be effected and the Reserves rose to the occasion in assisting to make preparations for the impending hurricane. Gilbert, devastated the island beyond recognition. It created serious disruptions in communication and in the routine of everyone as potable water and public electricity supply were unavailable for the majority of persons for days for an extended period.

Today, there are Ratings from the Sub-unit who are on a full time attachment to the Regulars serving as shore-based personnel, members of HMJ Ship and as engineers. Indeed, from the inception of the Coast Guard, various members have gone from Regular to Reserve and from Reserve to Regular, and have made valuable contributions in so doing.

Members of the Sub-unit have gone on to make their mark in various walks of life. Some of our more reknown members include international artist, Guy Harvey; Contractor General, Derrick McCoy; banker Bernard Channer; University Lecturer, Karl Aiken; politician / insurance manager, R Thwaites; teacher, Ira Finn; hydrologist Basil Fernandez; ship surveyor Austin Lobban; Minister of Religion, Adrian McLean; security manager, Solomon McCalla; Sickle Cell Consultant Terrence Forrester and Principal of the Caribbean Maritime Institute, Michael Rodriquez.

Another outstanding member is Petty Officer Heron L. A humble and reticent individual, he excelled as a medical orderly, as an armstoreman and a marksman of no mean order. He represented the JDF as a member of the Bisley Team in England in 1990 taking home medals of distinction and capped his career by bringing the Queens Medal to HMJS Cagway, setting a new record for this competition.

The chain of command once again changed in 1995 as the Sub-unit moved from Lt Cdr Evon Clarke to Lt Cdr Basil Fernandez as OC. His focus was to place the Unit on a firmer footing in terms of structured training. He was primarily responsible for recruiting into the Unit Lt Cdr Henry Tomlinson who brought a wealth of experience having served for over twenty years in the Regular force. As



Executive Officer, Lt Commander Tomlinson focussed on intensive training and certification of Reserve personnel. Thus Watch keeping course for officers and Seamanship courses for Ratings were conducted. All nine officers in the Unit gained Watchkeeping qualifications and most Ratings were successful in their trade examinations. In 1999 Lt Cdr Fernandez retired and once again, command changed. This time, command passed to Lt Cdr Henry Tomlinson.


The year 2002 witnessed another change in command as the telescope passed to Lt Cdr Solomon McCalla a veteran with twenty six years service and who progressed through the ranks from a recruit to a commissioned officer.

Today, the JDF Coast Guard (NR) continues to strive for excellence with a group of officers and sailors who hold responsible positions in civilian life. They are well trained and hold their own as Officers/ Seamen on HMJ Ships and discharge their duties in other realms as required. The Sub-unit supports the mother unit in a professional manner and with proper guidance and training, will continue to provide 'Service for the Lives of Others'

Dedicated to the memory of:

- Lt (sg) Karl Peart
- Lt(jg) Dennis Johnally
- Chief Petty Officer Francis, Edward (Tiny Bubbles)
- Petty Officer Hill, Raymond (Buzzard)
- Leading Seaman Curtis Roy, R(Cuntas)

Able Bodied Seaman Walker, Angelo
 Able Bodied Seaman Peterkin, Linden (Zero)

For they have served! 

Through the years (cont'd)

- 2000 - Second Point Class vessel from USCG acquired
- 2000 - Lt Cdr E Taylor appointed Acting Commanding Officer
- 2000 - HRH Prince Charles visits Cagway
- 2001 - P5 sinks alongside HMJS Cagway
- 2001 - P4 and P6 scuttled
- 2002 - Lt Cdr S Innis appointed acting Commanding Officer
- 2002 - Station Port Antonio opened



- 2003 - Three 44ft boats built by Silver Ships, Alabama, USA donated to CG by USA
- 2003 - Station Montego Bay opened

Did you know

Former Chief of Staff, Rear Admiral Peter BRADY was a private soldier in the 1st Battalion?

The JDF Coast Guard wore the traditional white naval uniform for the first time on Tuesday 1st March 1966?

In the early days, the right side of a vessel was rigged with a steering board for the purpose of maneuvering. The steering board was soon shortened to be known as steer board, and eventually starboard. Hence, the right side of the vessel is referred to as the starboard?

The fact that the right side had the obstruction of a steering board it was the norm for vessel to dock alongside with the left side to port. Hence, the left side was referred to as the port side.

Former Chief Petty Officer BULLY who served in the JDF Coast Guard in the mid-sixties to the mid seventies, was the first serving member to wear an authorized beard. He was granted this privilege in 1967 whilst he was a leading seaman.

In 1968 during a strike by marine pilots which lasted over a month, the JDF Coast Guard was called upon to safely escort merchant ships into Kingston Harbour. This averted what could have been an economic disaster.

Commander J Farnol died as a result of a boat accident whilst still in command in 1974.

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WORLD-CLASS SERVICE

ON

YOUR

40TH ANNIVERSARY

We at Mariner Sales International are extremely proud to have served the Jamaica Defence Force these many years. It has been a great pleasure to know and work with the many dedicated men and women of the JDF. Also, the wonderful friendships that have endured all these many years have given us great pride and pleasure. Tradition, honor, and integrity come to mind when those who have served are mentioned. So with this in mind, we say "carry on" to those who follow.

Very truly yours,

Gary and Jane Stansbury

Service for the lives of others, is the motto for the Jamaica Defence Force Coast Guard. As a medical orderly, I firmly believe in this motto and take it very seriously because my specialization involves life and death.

The JDF Coast Guard Medical Centre

By Leading Seaman BENJAMIN, C

The Medical Centre of the JDF Coast Guard is a small department of the Unit and its dedicated sailors, have over the years, provided excellent medical care. Presently staffed by a Petty Officer, one Leading Seaman, one Able Seaman and four Ordinary Seamen, this crew works around the clock to provide good medical care to their comrades and civilians in and around Port Royal. Citizens of the town have embraced this as their "clinic". It has provided medical aid whenever there is an accident on Port Royal road, or drowning and near drowning and even domestic disputes.

Fishermen in the Kingston Harbour rely on the Coast Guard. "Whey de medic deh" is a frequent question asked when they suffer from decompression sickness, shark bites or propeller lacerations. These are just a few of the many medical conditions which the Medical Assistant takes care of. This is the essence of **"service for the lives of others."**



The medical facility at the JDF CG

These highly trained medics can take care of almost any medical emergency. Several medical personnel have been instrumental in the delivery of babies while the mother is en route to hospital. They can easily walk in Port Royal and point to toddlers whom they delivered.

But how did we come to possess these skills? Our basic training starts in Up Park Camp at the Medical Reception Station. For six months young medics are taught the rudiments of the profession. Areas covered include personal hygiene, office duties, familiarization with medical documents and care of the sick. More advanced training follows as instructions are given about the human body. We are taught to know the entire skeletal, respiratory, circulatory, reproductive systems and much more.

From the classroom, the young medic starts to make the transition as he gets hands-on training in the taking of vital signs such as pulse, temperature, respiration and blood pressure. He is afforded as much opportunity in this area as possible by assisting in monitoring military personnel who report sick at the MRS. His training is completed when he is sent to one of the Units of the Force to understudy more experienced medical assistants and gradually develop his own competence and

experience. The medic follows strict guidelines in providing care to patients because it is recognized that he is not a doctor.

The medical center at Coast Guard houses a screening room, a treatment room, records office and bathrooms. It is always kept in immaculate condition by the team of dedicated Medical Assistants. The Medical Center has always been singled out for special commendation by visiting officers especially on the annual Administrative Inspections.

The area which surrounds the medical centre is beautifully landscaped with neatly trimmed evergreen grass and a garden with a variety of flowers which seem to be always in bloom. Looking like an oasis, this garden is always tended by us thanks to the uncompromising stance of Petty Officer Grant, A and is a tremendous source of pride for all.

The Coast Guard has outstations in Discovery Bay, Pedro Cays, and Montego Bay and Port Antonio. A

trained medic is usually among the crew of men sent on outstation duties. He renders first aid to soldiers and civilians alike if the need arises. The Coast Guard station in Pedro Cays has a medic assigned and it presents a rather peculiar case. The medic at that location has had to deal with cases of bends, severe lacerations, dismemberment and stabbings over the years. In some cases he has to immediately seek the use of a helicopter to evacuate sick or otherwise wounded fishermen.

I enjoy working at the medical center because I get a feeling of satisfaction and warmth whenever a life is saved and someone actually says "thank you." ⚓

Did you know

When Karen COPELAND, daughter of Capt COPELAND was christened aboard HMJS MANDINGO (P1) on 30 May 1965, it was the first time that the age-old naval tradition was being performed in Jamaica?

Operational Imperatives in an Environment of Declining Financial Support

By Lieutenant Commander K Douglas

Like most naval outfits across the world, the Jamaica Defence Force Coast Guard exists to effect, on behalf of the citizens, policies and practices that enhance the well-being of the state in the maritime arena. This expresses itself in four broad areas: maritime safety, maritime law enforcement, defence readiness and nation building.

From a legal perspective, the JDF CG derives its authority from several sources: the Defence Act (1962) speaks to the Coast Guard as a unit of the JDF. In addition, various other pieces of legislation confer on the Unit, the rights, responsibilities and authority to execute legal functions as required. The Exclusive Economic Zone (EEZ) Act (1991), the Maritime Areas Act (1996), the Fisheries Protection Act provide for all members of the Unit to be Marine Officers having law enforcement powers. Thus, the Coast Guard has the responsibility for enforcing the provisions of these pieces of legislation which cover an array of issues such as customs, drug trafficking, health, exploration, exploitation and conservation of resources in the marine environment, safety, pollution prevention in the country's maritime space. In addition, the Unit is frequently tasked with other functions such as medical evacuation, training of personnel from other agencies and conveyance of personnel to various locations.

Given the mandate outlined above, it is clear that the agency plays a pivotal role in the development of the maritime sector. Central to achieving these objectives and fulfilling the mandate is the issue of resource allocation. One must first bear in mind though, the fact that the JDF CG is not an autonomous Unit but is managed by and reports to the Headquarters of the Jamaica Defence Force. Thus, it has no budget of its own but has to be supported by the Headquarters as required. Some seventy percent of the Force's budget is allocated to remuneration. It is immediately apparent that there is precious little available to address the myriad demands of the various Units of the Force all of whom have critical missions to discharge. Clearly, the issue of resource allocation for the Force has to be seen in the context of the larger national picture. Given the well-known economic difficulties facing the country at this time and the outlook for the medium term, it is not envisaged that the fortunes of the Force will be significantly boosted. Thus, the Coast Guard can expect a continuation of the austere conditions in which it

has been operating. Notwithstanding the pronouncements of various policy makers about the importance of maritime issues and commitment to address outstanding difficulties, if the wherewithal is not available, it is not likely that these stated objectives can be realized.

Large capital expenditure such as the acquisition of vessels and the provision of various infrastructure are burning issues for members of the Unit who have witnessed a steady erosion of existing assets and the emergence of new areas of need. Regrettably, the track record especially for capital projects is not a proud and impressive one. Indeed, if the truth be told, Jamaica has purchased only two of our eight large patrol vessels and with the exception of one, all of our small vessels were acquired through the kind sponsorship of benevolent neighbours. Similarly, the only allotment of oil spill equipment was done through donation from another country almost twenty years ago. Even the operations building which is the heart of the Unit's existence was donated.

Given the foregoing, one is left to wonder how the Unit survives let alone operate effectively. Some would simply walk away and say it cannot be done. **It is the creativity and flexibility of the men and women of the Unit steeped in a culture of "can do" tenacity which sees us through.** So many items and equipment which are taken for granted by others are regarded as gold by us. When the acquisition of basic consumables such as filters, batteries and oil figure prominently in deliberations, then clearly it detracts from the larger more important policy issues which need to be addressed.

The scenes which are regularly flashed across television screens and in the newspapers of go fast vessels and their illicit cargo detained by us and of foreign fishing vessels with their catch confiscated on our routine patrols, speak volumes of the capacity of the JDF Coast Guard to be effective. It is quite obvious that there is a clear need for an effective, well-equipped, properly trained response agency to monitor activities at sea. The challenges must be faced squarely and resolutely and with a conviction that the country's sovereignty and resources are sacrosanct.

Notwithstanding our success to date, it is the view of the writer that a greater level of effectiveness could have been attained and better results obtained if the Unit was properly equipped and manned. My assessment indicates that a more formidable deterrence and credible posture could be projected if the appropriate budgetary support was in place. Members of the maritime sector look to us for assistance, leadership, support and enforcement of the law. Fishermen, environmentalists, government agencies, and other users of the sea all expect that we consistently deliver quality service. I am confident that we can attain the requisite level of performance once the fundamentals are in place.

Yet, we doggedly press on. Prioritization is the order of

the day and frugal, judicious allocation constantly practised. Our creativity is brought to bear on knotty technical issues when machinery fail and replacement parts are not available but missions have to be completed. Many of us are beneficiaries of excellent training at some of the most reputable institutions locally and overseas and feel a sense of frustration sometimes when some of the measures we would like to implement cannot be done because of the absence of equipment or support structures. Yet, it is precisely this training which is expected to spawn creative approaches to the problems which confront us.

There is a significant mismatch between resource alloca-

tion and operational requirements and while this imbalance is not expected to be alleviated in the short term, a modest improvement in our allocation could make a huge difference especially where capital items are concerned. One matter that cannot be disputed is the commitment of the men and women of the Unit. Seafaring is one of the most difficult and dangerous undertakings which is physically and mentally demanding. While the country sleeps at night, the lonely Coast Guard sailor battles the elements to intercept the drug trafficker, rescue a fisherman or catch the poacher. He asks for nothing more than the tools to do the job.

Jamaica's Maritime Space: Can we handle it?

Jamaica is a Caribbean island, located at 18 degrees 15' N, and 77 degrees 30' W. It has a hot, tropical humid climate with 1,022 km

of coastline and is strategically located between the Cayman Trench and the Jamaica Channel - the main sea lanes for the Panama Canal.

By virtue of the United Nations Convention on the Law of the Sea Convention 1982 (UNCLOS), Jamaica has made a number of maritime claims. Thus, Jamaica claims to be entitled to a Territorial sea (12 nautical miles), a Contiguous Zone (24 nautical miles), a continental shelf regime (200 nautical miles, or to the edge of the continental margin) and to an Exclusive Economic Zone (200 nautical miles). These areas are defined as follows:

Territorial Sea

The territorial sea is an area in which any coastal state can extend its sovereignty beyond its land territory and internal waters to an adjacent belt of sea. This sovereignty extends to the air space above the territorial sea and to the underlying seabed and subsoil. Every state has the right to establish the breadth of its territorial sea up to a limit not exceeding 12 nautical miles. Jamaica has claimed all 12 nautical miles.

Contiguous Zone.

According to Article 33 of the Law of the Sea Convention (UNCLOS), the Contiguous Zone is a zone contiguous to the coastal state's territorial sea over which it may exercise the control necessary to, inter alia, prevent infringement of its customs, fiscal, immigration or sanitary laws and regulations within its territorial sea and to punish such infringement. This zone may not extend more than 24 nautical miles from the baselines from which the territorial sea is measured. Jamaica has claimed a 24 mile contiguous zone; that

is, Jamaica claims to exercise these powers in waters which extend 12 nautical miles from the end of her territorial sea.

Ordinary Seaman McKoy Tulloch K Continental Shelf

Article 76 of the Convention defines the Continental Shelf as comprising the seabed and subsoil of the submarine areas that extend beyond its territorial sea throughout the natural prolongation of its land territory to the outer edge of the continental margin, or to a distance of 200 nautical miles from the baselines from which the Territorial Sea is measured. It does not, however, include the deep ocean floor with its oceanic ridges or the subsoil thereof. The state claiming such a right can exercise it over the seabed and subsoil of the continental shelf.

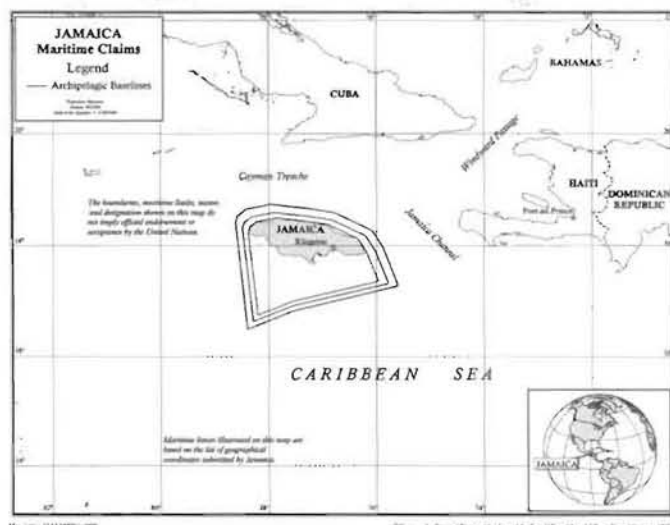


Figure 1: Jamaica's Archipelagic baselines

Exclusive Economic Zone

Part V of the Law of the Sea Convention defines the EEZ as a zone beyond and adjacent to the territorial sea in which a State has sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the

Jamaica's Maritime Space: Can we handle it? (cont'd)

waters superjacent to the seabed and of the seabed and its subsoil, and with regard to other activities, for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents, and winds. The country also has jurisdiction with regard to the establishment and use of artificial islands, installations, and structures, marine scientific research, and the protection and preservation of the marine environment. The outer limit of the EEZ shall not exceed 200 nautical miles from the baselines from which the territorial sea is measured. Jamaica has claimed a 200 nautical mile EEZ

In 1996, Jamaica enacted the Maritime Areas Act (MAA), which declares Jamaica an Archipelagic State, as she is entitled to do under Part IV of UNCLOS. This provides for internal and Archipelagic waters, and is the instrument which Jamaica used to declare her Territorial Sea, her Contiguous Zone and her Continental shelf. (Jamaica had already declared her EEZ by Act 33 of 1991). The essence of the archipelagic state is that it encompasses all waters and islands within the jurisdiction of the state and the state should exercise sovereign powers within that area. The Archipelagic Baseline, according to the MAA, consists of straight baselines joining the outermost points of the outermost islands and drying reefs of Jamaica, which includes the mainland and outlying islands of the Pedro and Morant Cays [See Fig 1]. The Act also provides for the right of archipelagic sea lane passage and defines the right of innocent passage, along with the empowerment of law-enforcement officers to stop, board, search, and seize foreign ships when so warranted.

The extent of the EEZ and the Continental Shelf is obviously affected by the geographic distance between countries and the convention provides for negotiated settlements between countries where it is physically impossible for them to obtain the maximum space as provided for in the convention.

As these archipelagic baselines constitute the basis from which all other maritime claims are taken, Figure 1 indicates the large additional area of maritime territory Jamaica has sovereign responsibility for, before considering the implications of the other maritime claims, such as the continental shelf or the EEZ. In simple terms, by claiming archipelagic status Jamaica has been able to claim a much larger maritime space.

Given the foregoing, it is clear that a vast ocean space falls under the jurisdiction of the country. In practical, layman terms, Jamaica's maritime space is some twenty five times the size of its land area. This carries with it certain rights and responsibilities if we are to safeguard our sovereignty and economic assets, enforce the requisite legislations and take advantage of scientific possibilities. **It is not enough for us to boast about our large sea space without having a credible and well-coordinated maritime strategy.** Such a policy should articulate among other things, philosophy which guides merchant shipping activities, safety of lives at sea, environmental management, coastal development, scientific research, trafficking of illicit substances, defence and management of natural resources. To be fair, some movement has begun in addressing some of these issues in the formation of incipient systems and structures to chart the way forward.

As it relates to maritime law enforcement and defence specifically, it is clear that we need to have an appropriate number of highly trained, effective, and well equipped personnel as well as vessels to properly man the vast area of the seas for which we have claimed responsibility. Can we handle it? The short answer is 'no'. Although we have skilled and trained personnel, and some equipment, we simply do not have enough resources to effectively discharge our duties. We have been granted assistance by friendly states in some law enforcement initiatives. However, in order to truly come into our own, we need to have a better equipped naval force. The potential of the maritime sector is well-documented and the country would be done a great injustice if it continues to be paid scant attention.



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Who is a Marine Engineer? A layperson's understanding of the Marine Engineer would probably be someone who repairs and maintains ships.

However, such a simplistic definition does not fully depict the responsibilities of the Marine Engineer. Imagine if the responsibilities of a hotel engineer, which require him to ensure that the systems and equipment that facilitate the functioning of the hotel were combined with the responsibilities of an individual who must ensure that a ship's structural integrity, propulsion system and all other such equipment in a very unstable environment are in good operating condition. The product would be a very knowledgeable, skilled and well rounded individual who would be able to trouble shoot, repair and maintain the equipment onboard ship. The safety of the ship's crew and their ability to perform duties onboard depends on the consistently good performance of the Marine Engineer.

To gain a better understanding of what it means to be a Marine Engineer, it is important to appreciate the roles of this elite team of individuals in the JDF Coast Guard. Marine Engineers are posted to the JDF Coast Guard Marine Workshop department, which is located at the JDF Coast Guard Headquarters in Port Royal.

The department's establishment is comprised of forty four



The Marine Workshop

(44) Marine Engineers who occupy various appointments in the shore base support role such as Marine Electronics Technician and Technical Storeman. Alternatively, a Marine Engineer may be assigned to a patrol vessel for duties at sea. In either capacity, our marine engineers play a pivotal role in realizing the missions of the JDF Coast Guard by ensuring that the ships are operational.

To achieve the objectives of the Marine Workshop in support of the Units' missions, the performance of the engineers is continuously subject to critical analysis and performance appraisal reviews. Marine Engineering is dynamic, and as shipboard systems are modified or replaced, the Marine Engineers must be able to adapt to such changes. This calls for individuals who have sound intellectual ability along with practical experience in order to grasp and modify existing engineering principles and doctrine.

The management staff of the Marine Workshop is responsible for recruiting young men and women who are

Marine Engineers of the JDF Coast Guard

By Lieutenant Commander Leighton Miller

interested in a career in the JDF Coast Guard as a Marine Engineer. Recruits are sought from the other departments within the Unit. The aspirant must be trained as a sailor before he or she can be transferred to the Marine Workshop. The rationale behind this is that, anyone who aspires to live and work onboard ship, whether as a cook, navigator, engineer or seaman, must develop the instincts of shipboard life. Failing this, it would be impossible for the specialized individuals to perform their work onboard.

Sailors who are desirous of being transferred to the department are required to sit exams in Mathematics, English Language and Applied and General Science as well as being interviewed. The successful candidates will then be attached to the Marine Workshop for six months, during which their performance is reviewed periodically as they undergo theoretical and practical training assignments. The candidates after meeting the preliminary requirements, qualify as junior Marine Engineers only when they successfully complete their first trade examination. The junior Marine Engineer will continue his development by working as an apprentice under the supervision of his senior. He or she gains practical experience by working at the JDF Coast Guard shore base with inshore patrol vessels and as a member of the patrol crew on an Offshore Patrol Vessel (OPV). The practical development is supplemented by theoretical knowledge through structured training programmes that are done both locally and at overseas military and civilian establishments.

After eighteen months the Junior Engineer should be able to sit his second trade examination. With application and experience, he should successfully complete the subsequent requirements of the trade thus qualifying to



Marine Engineers at work

become a chief engineer within twelve years. A chief engineer, in addition to his departmental responsibilities, has overall responsibility for the machinery and equipment onboard his assigned ship.

Marine Engineers of the JDF Coast Guard (cont'd)

The operational commitments of the JDF Coast Guard have multiplied and have challenged the Units' capabilities. An example of this is the establishment of additional Coast Guard Stations strategically located on the island's coastline. Such a situation requires junior Marine Engineers to operate and maintain the stations' inshore patrol boats with minimum supervision. The junior Marine Engineer today, bears a greater mantle of responsibilities as he has to contend with a very steep learning curve in a short time and very often, he is the sole engineer on the inshore patrol vessels. Offshore patrol vessels may be required to extend the duration of active patrolling duties as required to combat the threatening drug traffickers, conduct search and rescue missions, or enforce fisheries protection laws.

The past decade has seen a dramatic increase in the scope and nature of activities associated with the illicit drug trade. The constantly tightening economic conditions and the widening gap between developed and developing countries have contributed to an increase in the dependence on illicit activities as a source of income in countries of South America and the Caribbean.

In an effort to combat this ever-increasing problem, individual governments have implemented various measures. As the drug cartels devise more ingenious methods of trafficking narcotics, governments have been forced to collaborate in order to effectively counteract these illegal activities. 'The Maritime Cooperation Agreement' or the "Ship Rider Agreement" as it is commonly known is one outcome from such collaboration. This agreement involving cooperation between the governments and law enforcement officials of Jamaica and the United States was ratified in 1997. Its main objective is to suppress the level of maritime trafficking of illicit drugs through bilateral efforts. Under this agreement, law enforcement officials periodically embark on law enforcement vessels belonging to the other nation and operating within the host country's maritime area of jurisdiction with their permission.

'Operation Riptide' is the name of the operation under the Shiprider Agreement, which translates into reality the policies of the respective governments. While onboard, the detachment assumes the role of the Central Authority of the host nation for the duration of the operation. This

implies that they have been granted the sole power to authorise and dictate all law enforcement activities that take place in the host nation's area of jurisdiction. Narcotics interdiction is the primary mission of Operation Riptide and all the requisite support is provided once the mission is underway.



“Operation Riptide” - Maritime Co-operation In Action

By Lt(jg) C Yee Sing and SLt D Coriah

Typically, the stay onboard the US Coast Guard vessel is very pleasant. Crews from both countries interact on a regular basis and engage in departmental acquaintances that seek to foster exchanges in cultural and operational practices employed by both nations.



JDF CG and USCG vessels working together

To date, the agreement has worked very well and has resulted in some significant seizures of narcotics and the apprehension of traffickers. With their effective surveillance and monitoring systems, the US is able to improve the possibility of successful interdiction. The Jamaican detachment on board legitimise the operation in our waters, presents the local perspective and gives guidance on the operation as required. It is during these operations that one witnesses the professional, well-coordinated execution of a law enforcement operation between two different organizations combining their skills to achieve a common objective.

Of significance, is the fact that the agreement provides for reciprocity thereby allowing a Jamaican law enforcement vessel with a US CG team embarked to carry out similar operations in US waters on Jamaican vessels once approval is granted. This option has not yet been exercised but it is quite conceivable that it will be done at some date in the future.

The Maritime Cooperation Agreement plays a vital role in stemming the volume of narcotics transported via sea and aids developing countries such as Jamaica whose law enforcement resources may not be able to effectively disrupt the activities of narco traffickers. It has been argued by some that the drug problem is not ours and that the US ought to deal with it because that is the market for drugs. However, it is our view that this is a rather shallow and specious perspective. This country cannot afford for hard drugs to become widely available and for drug traffickers to gain a stranglehold on our key institutions and personnel. Furthermore, Jamaica has signed international agreements undertaking to provide full assistance and to take all reasonable measures to staunch the flow of illicit goods. To do otherwise would be counterproductive.

Similar arrangements have been made between the United States and most countries of the Caribbean to

good effect. It is necessary to take this broad, regional approach to the drug trafficking problem because the traffickers are quite astute, command considerable resources and are prepared to change their modus operandi in response to initiatives by law enforcement agencies. They tend to exploit lines of weakness and it precisely for this reason why a regional, collaborative approach must be adopted. The issue of sovereignty invariably arises when one raises the issue of a military force operating in ones backyard. But we believe that this is a secondary matter which must give way to the practical realities which confront us. We do not believe that a country's sovereignty is compromised when a principled policy which addresses the concerns of all sides is pursued.

Looking to the future, we are optimistic that the agreement will be further strengthened with more joint operations. The recent concerns regarding threats of terrorism could impact the effectiveness of the agreement and this will have to be addressed in a meaningful manner as we seek to find common ground on which to deal with the matters which concern us.



**“ ... control of the sea means security.
Control of the sea can mean peace.
Control of the sea can mean victory.
(We) must control the sea if it is to
protect our security. ”**

John F. Kennedy 1963

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"So you want to be a Coast Guard Sailor...."

by Lieutenant (senior grade) A Wemyss-Gorman

Those were the words that captioned an insignificant photograph of a young female Officer Cadet in the 1993 'Alert' magazine. Ten years later she was in command of a JDF Coast Guard vessel and responsible for the operations of the Unit.

I joined the JDF on what I thought was a brilliant idea by my schoolmate, Captain Dionne Sinclair. I attended a brief on the possible careers in the Jamaica Defence Force and decided that the Coast Guard sounded like the place I would like to serve. Shortly after arriving at the Training Depot, I met O/Cdt Blackwood who had aspirations of becoming a Coast Guard Officer. I knew little about the Unit or the sea for that matter but the idea of a job, which did not confine me to a desk was very appealing. After all, I gave up the comfort of an air-conditioned office at the Jamaica Telephone Company for the adventure and excitement of being a military officer.

After the rigours of recruit training in New Castle, I was fortunate to participate in a Young Officers Orientation Course (YOOOC) where I met and interacted with a young officer who had just graduated from the Britannia Royal Naval College (BRNC), Dartmouth England. I used the opportunity to learn everything about the institution and further cemented my resolve to be a naval officer. I indicated my desire to be considered for naval training to the Officer Commanding (OC) the JDF Training Depot Major W A Sutherland. I was promptly told to forget this ridiculous idea, as the vessels at the Coast Guard could not accommodate women. I was still not deterred and pleaded my case to anyone who would listen.

On election day April 1993 I was part of the Chief of Staff's reserve platoon called to Up Park Camp. Dressed in full combat order as an Officer Cadet in Up Park Camp, I did my best to be inconspicuous. I was soon noticed and made the center of an Officer's inquisition. "So you are the cadet who want to go to Dartmouth? What do you know about the Coast Guard? Can you swim? Can you drive a boat?" These were some of the questions I had to answer.

I was overjoyed when then Lieutenant Colonel Douglas informed me that BRNC, Dartmouth would accept a female candidate from Jamaica and that I would be proceeding on course in a few weeks. My career as a Naval Officer was underway. There were high points and low points of training but in the end I was happy to be home, even though I had no idea what awaited me at the JDF Coast Guard.

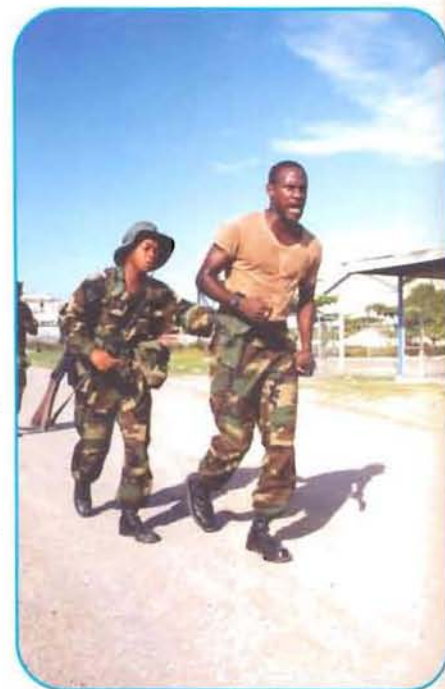
On reporting to HMJS CAGWAY, I learnt that I was to be made a member of the crew of HMJS PAUL BOGLE. I served on board for three years as the Navigating Officer during which time I visited Haiti, Cayman, Curacao, Bahamas and the USA on various missions. The memories and details of my time at sea on the Paul Bogle are many. However, I will long remember the day my captain Lt Cdr Richard Russel first allowed me to take the controls of the Paul Bogle in Port Antonio at the Marlin tournament.

The Governor General had just disembarked. There was a large crowd gathered at the marina. I had to manoeuvre the vessel between several other boats moored in the harbour and dock her alongside a small jetty at the Huntress Marina. I was very thankful that he stood beside me and talked me through the entire evolution.

There have been other memorable milestones in my career such as navigating the HMS YORK (a 148 metre Type 42 Destroyer of the Royal Navy) in 2000 while on training in the UK. However, nothing compares to my first voyage as a ship captain.

My "maiden patrol" was scheduled for 19 - 26 September 2002. I took over from the off going ship captain and was told that I would be using the Savanna Point which had been offline for some time. The list of defects for the vessel included a malfunctioning No.1 generator with No 2. generator unserviceable. The sewage system and the air conditioning were also unserviceable and there was no hydro start system for the main engines amongst other defects. Anyway, I was not deterred. I would be going to sea on my first patrol come hell or high water. We spent five days alongside while the engineers tried to correct some of the main defects.

On day six of the patrol (24th Sept 2002), after several failed attempts to proceed to sea, I learnt that tropical storm Lillie had developed 230 km south east of Kingston. It was projected to pass over or very near Jamaica within twenty-four hours. I departed Cagway to evacuate the Pedro Station with SLT Coriah as the only other watchkeeper. When we got there, we observed



most of the fishermen leaving in company, which was a good sign. At 0620hrs AB Channer, an experienced Pedro station sailor, came onboard to say that they were still preparing to evacuate. We eventually got all Coast Guard personnel and a few fishermen and their equipment on board.

At approximately 0730 hrs I ordered the engineer to start the engines and the coxswain to recover the anchor. The chief engineer reported that he was unable to start the starboard engine. Fifteen minutes later the starboard engine still hadn't started. I recovered the anchor using one engine and proceeded on the port engine while the engineers tried to start the starboard engine. At 0900 hrs I stopped approximately 5 nm north of NE Cay. The engineers would have to lock the shaft if I were to continue on the one engine to prevent damage to the starboard gearbox. Petty Officer (PO) Ferguson the chief engineer said he wanted some time to try and get the second engine started. I made a rough calculation and told him he had until 1000 hrs. At one point I went to check on the progress of the engineers and saw Leading Seaman Pryce, the ships' cook, in the engine room. I asked him what he was doing there. He said he was offering moral support and passing tools or holding equipment for the engineers.

The OIC Pedro Station was a Chief Petty Officer of over twenty years experience who had been going to sea quite possibly before I was born. He seemed rather upset about the breakdown and was quite vocal about it. "Maam" he said "I wanda if is because yuh a woman why dem give yuh dis ol boat come evacuate we? I wan fi go back a di cay because I feel we better aff on di cay in di hurricane." I smiled and told him no one would be going back to the cay with my permission. I called the Duty Officer at Cagway and briefed him on the situation. The crew and passengers was obviously concerned. I called the crew together and told them what was the immediate concern and plan of action. If we locked the shaft and proceeded on one engine my estimated time of arrival at Cagway would be 2000 hrs (8:00pm). I hoped that the engine would eventually start and we would return by 1700 hrs (5:00pm) the latest.

The men were hungry as the cook could not prepare meals because the stove was not working. I instructed him to make some sandwiches and drink for those of us who could eat while underway at sea. The good thing was that the sea was "glass" flat. The bad thing was that

the sea was glass flat with no wind and the air condition system was not working. The generator was not working so we had no navigation equipment. I had anticipated that so I took a hand held GPS with me, which came in very handy. At 1000 hrs I decided to lock the shaft and proceed to Cagway.

I called the Duty Officer again and gave him an update. He told me that Lillie had been downgraded to a tropical wave. This was the only good news I heard over the last twenty-four hours. I passed this on to the crew and everyone visibly relaxed. It was now a matter of finding the most comfortable spot on the ship to sit. I went on the bow and sat between the life rafts and the crew started to chat and pretty soon we were trading old salty stories. At about 1415 hrs (2:15 pm) I heard the second engine start and loud cheers from the bridge. I look up and my navigator was jumping around on the bridge with a huge grin. The engineers had come through for the crew. I saw Ordinary Seaman Herah (the third engineer) emerging from the engine room. His coveralls were soaked with sweat and his eyes were very red. He had a huge smile on his face and he said " Miss Gorman, I neva stop till I get di engine started" We arrived at Cagway 1717 hrs (5:17pm) not far from my bluff time. We had travelled a total of 179 nautical miles and spent 19 hrs 50 mins underway.



Tropical depression Lillie passed Jamaica with little or no rain and went on to develop into a category one hurricane which caused severe damage to the south coast of Cuba and the east coast of Mexico. I silently wished for less dramatic patrols in the future particularly in the hurricane season as I continue on this voyage as a Coast Guard sailor.



The Voyager

By Able Seaman CLARKE, R

"I am the voyager", travelled on many voyages, near and o'er yonder.

The voyages give me time; time to reflect and ponder.
"Would you like to go on these voyages?" I wonder.

The voyage begins with the roar of engines.
The acrid fumes make deck hands faint within.
The very thought of going to sea make him feel thin
"Stand by fore and aft" bellows the captain.

But all this is our daily routine.
Another voyage; that's what it seems.
Hurry onboard to work as a team
"All lines aboard" as we head out stream.



Now as the vessel enters the vastness of the oceans
The swells envelope her hull in breaking portions.
The voyage is underway; she begins her dancing motion
On a stage that comes alive with watery emotions.

I've been on many voyages, near and far.
But this voyage may become a potential SAR.
Oh, how the waves snarl at the vessel, declaring war.
On this watery highway, I may lose control of this sailing car.

This monotonous journey, rocking and rolling, rolling near rocks.
Though the swells threaten, I have to stay on track.
The stomach gets nauseous and knots.
Vomit! Feed the fishes and hope we are near the docks.

Now after such a journey, would you not agree.
That being a voyager is tough to some degree.
Not this fairy tale Sinbad adventurer on TV.
I am a Coast Guard sailor called to face adversity. ⚓

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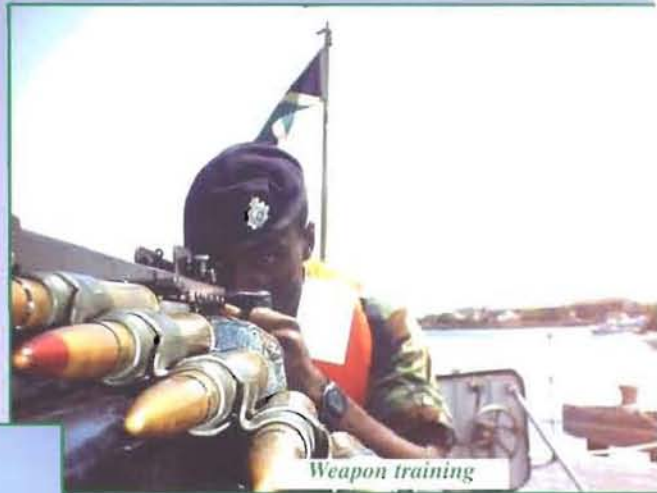
Photo Gallery

Vessels that served us well.....

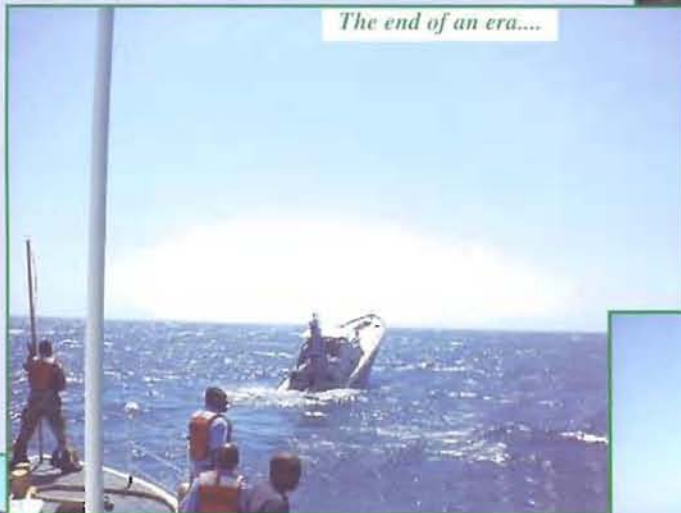




Drill competition



Weapon training



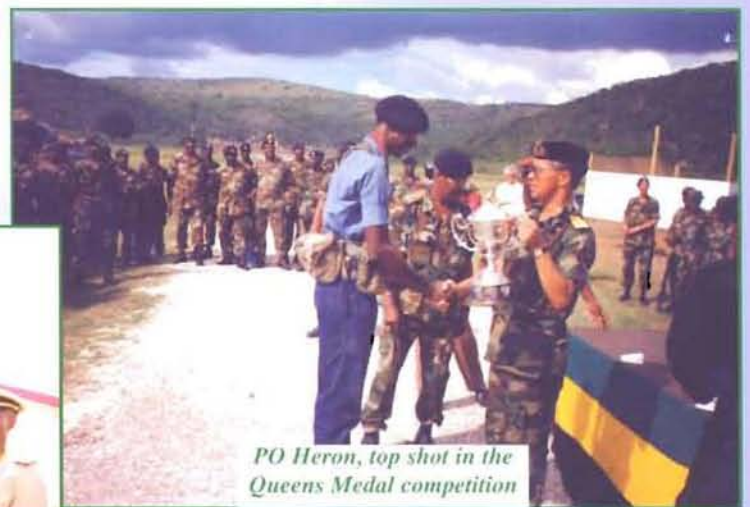
The end of an era...



....The sinking of P4



Damage caused by Hurricane Gilbert



PO Heron, top shot in the Queens Medal competition



Champion swim team

The roles and functions of the Jamaica

Defence Force Coast Guard (JDFCG) have evolved to meet the needs of the nation since the formation of the Sea Squadron in

1963. The men and women of the Unit have met each year expecting and receiving new challenges. The ever-changing dynamics of the Force and the maritime sector have forged a Unit characterized by resourcefulness, flexibility and experience. Through forty years of insightful leadership and commitment, the JDFCG has continued to give quality service for the lives of others.

The events of September 11, 2001 shocked the world. Those of us old enough to understand the implications of this horrific act began to think of how it would affect our daily lives. While the rest of the world watched in shock as the towers of the World Trade Center fell, emergency services and agencies such as the US Coast Guard responded. The realization of a new era in security and related issues squarely confronted nations worldwide. Immediately the JDF Coast Guard commenced escort duties for ships deemed sensitive to terrorist attacks, entering and leaving the Kingston Harbour. *The maritime world is now in the process of adjusting operations to a new way of life.*

As an island nation, Jamaica is highly dependent on the maritime ports of entry for trade and tourism. The United States is also a major partner in these two essential industries. It is evident that security at our maritime borders is integral to economic success. In the year 2002 a total of 285 calls were made by cruise ships with 673,160 passengers at Ocho Rios and 111 port calls with 189,761 passengers at Montego Bay. The port of Kingston saw 2,520 visits being made by commercial vessels.

The recent development of the Port Antonio marina and the planned expansion of the transshipment port of Kingston display the commitment of the Port Authority of Jamaica to developing the sector. All the stakeholders in the marine transportation system recognize the need to implement security measures throughout our ports. Security zones around cruise ships, terminals and other sensitive areas are now enforced. Boarding and searching at sea will require adaptation to monitor and detect indications of the new threat. The link between drugs and terrorism cannot be ignored. The United States has reorganized its government agencies to concentrate on homeland security by merging entities such as Customs, Immigration, and the US Coast Guard. The focus is now anti terrorism operations. While anti narcotics operations continue to be of high priority to the JDFCG, we are now forced to examine the potential threat of terrorist attacks on vessels within our maritime area of operations.

JDF Coast Guard facing the challenges ahead

By Lt (sg) A S WEMYSS- GORMAN

For the JDF Coast Guard, the year 2002 heralded a new era in illegal fishing activities which saw the posture of poachers in our Exclusive Economic Zone (EEZ) becoming aggressive and defiant of the law enforcement agencies when

intercepted. This new level of aggression may be related to the inclusion of drug trafficking activities among foreign and local fishers.

What then does the future of law enforcement operations in the JDF Coast Guard involve? With regard to threats to our nation's security, it is commonly recognized and appreciated that trans-national flow of narcotics, money, arms, immigrants and terrorists can pose a genuine threat to long-term security and quality of life. The Unit must be able to plan and execute long-range maritime patrols and offshore operations to detect, deter and interdict persons who utilize our territorial seas for illegal activities. There has been commendable success by the JDF Coast Guard over the last year in anti narcotics operations despite the constantly changing nature of the drug trade. The Unit presently struggles to respond to the increasing pressures from illegal fishing, natural disasters, oil spills and other marine pollution issues. Additionally the duty of securing our ports has landed squarely at our feet.



CG 091 enforcing the security zone around a cruise ship in Ocho Rios

The cooperation of other law enforcement agencies locally and abroad will be critical to the success of the fight against drugs and the security of our borders. The Unit must continue to maintain readiness now and in the future. The continued increase in operational taskings can only be sustained by commensurate increases in supporting resources. In the short to medium term, the challenges faced by the JDF Coast Guard will have to be met by its aging fleet of offshore assets, a reasonably effective small boat fleet and manpower establishment that requires significant upgrade. The authorities must

JDF Coast Guard facing the challenges ahead - (cont'd)

Cutter Paul Bogle on deployment.



resolve the current predicament of the Coast Guard with its aging inventory of assets that have in some instances, surpassed their projected service lives. In addition, other related issues such as workforce challenges, training, recruiting and retention must be addressed. The Unit's establishment must grow to facilitate the expansion of our presence in the new areas such as Montego Bay, Ocho Rios and Port Antonio.

Other agencies involved in the security of Jamaica's borders must also be equipped to meet the new challenges. These improvements must be done in a sustained and integrated way to ensure that the ultimate aim of national border security is achieved. The planned improvement of the immigration system

will allow law enforcement agencies to better track and monitor persons visiting our island for unscrupulous motives such as drug trafficking and possible terrorist activities. The establishment of a vessel traffic management system at the port of Kingston should allow the Port Authority and the Coast Guard to monitor and track vessel entering and leaving the port. Such a system would allow the Unit to identify and monitor vessels of interest and of high risk.

As an organization required to carry out various functions in maritime safety, environmental protection, natural disaster response, fishery protection and other military duties, port security is a new undertaking that will require greater innovation and flexibility to achieve success with the limited resources we currently have available.



My Prayer

By Ordinary Seaman Hill, C

It is up to us to see what is wrong
What we want for our nation to be strong
What we can do to make us one
Asking for divine guidance and protection.
So let us pray; let's pray for victory
Let's pray that the wicked go the righteous way
And the meek continue to pray.

Heal the world with love and unity,
Free ourselves from mental captivity
Liberate for blackness
Manifest it in highness

With his guidance we are the wisest.
Let us pray for all of this
That in this life we shall see it.
Let's pray for oneness
For I know that with love we are blessed
So yes, let us pray.

Faith shall assist
Leaders should cease their foolishness
But give praise so we will be guided and be blessed.
The father shall answer and we will continue to pray,
Pray that peace comes our way and our youths will not go astray.
I know prayer can save us, so let's pray my people,
Pray and pray
Pray for righteousness..... just pray.

HMJS Cagway

The name CAGWAY is taken from the original Spanish name for Port Royal which was "Punta Cagua."



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SERVING JAMAICA'S ENERGY NEEDS

A Vision for the Coast Guard

By Lt (sg) CHIN FONG

"The Coast who?"
"Coast Guard who dem?"

These are just two of the many questions asked by some members of the public not familiar with the organization. But what percentage of the population knows of the Coast Guard and its roles and functions? How do they perceive the Unit and its usefulness to Jamaica as an asset or as a liability? The truth is that while the usefulness of the Coast Guard cannot be questioned, our success in two of our primary roles, maritime law enforcement and maritime safety, needs to be vastly improved. With this in mind, I envision a Coast Guard that will become a household name, one synonymous with a proven track record of excellence in service to the nation.

Jamaica is a signatory to several conventions and treaties as it relates to safety of life at sea. We are also directly responsible for rendering maritime assistance in an area ratified by the International Maritime Organization (IMO). Jamaica is therefore bound to have in place an organization that is able to respond to maritime emergencies within our Search and Rescue (SAR) area and in a timely fashion. The Coast Guard is the country's primary agency responsible for search and rescue (SAR). Over ninety (90) percent of SAR cases involve our local fishermen using small canoes, while the remaining ten (10) percent involve pleasure boats and medevacs/casevacs. Our statistics show that the Coast Guard has achieved modest success in this area. This is due to a number of reasons: insufficient data on local currents and winds, a lack of suitable RADAR equipment and stable patrol vessels with greater ranges. All of this is exacerbated by the inaccuracy of the information given by the reporting sources. For the Coast Guard to make a difference where it matters most - saving lives - steps need to be taken to improve how we execute SAR cases. A more methodical approach involving tabulated data and real-time information could improve our ability to save more lives at sea.

Narcotics interdiction continues to account for eighty percent (80%) of our underway time. While in recent times we have seen outstanding success in this area, it can

hardly be said that a serious dent has been made in the trade. Illegal drugs continue to enter and leave our shores at an alarming rate. There is reason to believe that along with the illicit narco-trafficking, illegal guns are making their way into the country by sea. Our effectiveness in this area can be enhanced greatly by the addition of suitable vessels. Successful anti-narcotics operations can be sustained when the ideal assets are in place: large offshore patrol vessels (OPV) capable of detecting and tracking targets, fast coastal interceptors that are able to chase and intercept targets and air assets capable of long range surveillance. All this must be augmented by a reliable communications and intelligence-gathering network. Our most successful interdictions to date can be attributed to good intelligence. Conversely, poor intelligence sometimes has disastrous effect. Our information gathering methods must be improved especially against the background of very limited resources.

To adequately provide coverage of the island's coastline, the Coast Guard needs to position itself as a rapid response force. Presently, the north coast of the island is adequately provided for while the South Coast remains vulnerable. There are plans to erect an outstation in St Elizabeth, which, once fully operational, should begin to positively impact on our fight against drug trafficking.



Our furthest post, Station Pedro Cays is meant to play a vital role in fisheries protection and drug interdiction. The Pedro Bank, rich in conch and lobster, is constantly being preyed upon by poachers while the large fishing community stationed there is easily ensnared by traffickers who enlist their assistance. Our present status on the Cays does not allow us to adequately enforce Jamaica's maritime laws and our effectiveness has,

in essence, been limited. To effectively tackle the poachers and traffickers the immediate needs of the Outstation must be addressed forthwith: the construction of a jetty capable of accommodating an OPV and a suitable IPV is critical. Other logistics requirements and infrastructure support would most certainly enhance our capacity. I see Station Pedro Cays playing a pivotal role in the enforcement process; a fully manned and well equipped base there would do wonders in enforcing fisheries protection, counter narcotics operations, search and rescue and safeguarding our sovereignty.

There are many stakeholders in the maritime sector who all have specific concerns. Government agencies such as National Environment and Planning Agency and the Office of Disaster Preparedness and Emergency Management share a common concern with other bodies and non-government organizations. The Coast Guard

maintains very close liaison with these agencies. In order to effectively fulfill our mandate, collaboration and consultation with these key agencies is essential. What is to prevent the Fisheries Division (Ministry of Agriculture), the Coast Guard and our local conch fishers from conducting joint operations on the Pedro Banks for poachers? Operational success reflects quality service and this can best be achieved when everyone 'takes up the slack and pull together'.

The majority of well thinking Jamaicans have finally become sensitized to the issue of environmental protection and play their part in supporting proper solid waste management. For those Jamaicans whose economic livelihood is derived from the sea, environmental pollution poses a threat. A large number of commercial vessels transit Jamaica's waters and it is believed that pollution caused by these vessels is a matter which merits some attention. A moderate oil spill within Kingston Harbour and its environs can spell disaster for fisherfolk while a similar incident on the north coast could be costly for our tourist industry. The Coast Guard plays a vital role in the recovery and removal of oil spills but is faced with a severe shortage of equipment. Our pre-positioned equipment has, over time, been reduced to an inventory of just a few items and oil spill mitigation has become increasingly difficult. Incidents of environmental pollution will occur but adequate equipment must be in place to avert a national disaster. I would like to see legislation in place with very powerful and effective provisions which would give the organs of state with responsibility for environmental protection, powers to deal effectively with such offences.

The current environmental laws are toothless and are not seen as deterrent. The Shipping Act 1998, The Harbours Act 1874 (which has a maximum fine of \$2000.00 for ships that pollute the marine environment), the Petroleum Act 1979, The Wildlife Protection Act 1945 (a \$500.00 maximum fine) are the laws under which pollution from ships can be dealt with. The fines under these acts, with the exception of one, are all ridiculously low and in no way equal the cost of the damage done to the marine environment. The government of Jamaica needs to speedily move towards increasing the fines under these Acts, pass the draft regulation addressing vessel source pollution and, as a preventative measure against acts of pollution, establish and manage reception facilities for ship generated waste.

Jamaica does not exist in a vacuum and the problems experienced by us in our maritime jurisdiction are faced by the wider Caribbean. While Jamaica is notorious for being a transshipment point for illegal drugs, it lies along only one of several routes leading from the South American continent northwards to the main markets. Countries such as Trinidad and Tobago, Antigua and Barbuda and Puerto Rico, and many others in the eastern Caribbean have similar experiences. Intelligence gathering and intelligence sharing can be improved

through a shared database network among the territories. This concept may seem alien to a region which sometimes fail to collaborate to achieve common goals. An insidious and intractable problem as drug trafficking with the potential to destabilize the region demands a collective approach. Regional consultation would allow us to see the issue from different perspectives and even adopt relevant procedures that could lead to greater operational effectiveness.

By our performance, the Coast Guard must be seen as an organization whose purpose is without question and an entity that the country cannot do without. **We must strive to become effective in all that we do so that a positive perception obtains in the eyes of the public. This is my vision of the Coast Guard.** Clearly, this cannot be achieved without the requisite capital outlay to take care of our material and human resources needs. Our financial needs are met out of allocations to the Jamaica Defence Force. This is insufficient to meet our basic needs such as spares, routine dry docking and refitting of vessels, navigational equipment, reliable communication equipment, oil-spill equipment. I believe that a review of the system of funding for the Unit needs to be done and the necessary adjustments made. It may well be that we have to look at unconventional but legal methods to help in this regard.

The Coast Guard must continue to execute its missions in innovative ways. Our mandate and responsibilities are clear. What is equally clear is that the resource base is quite inadequate. Still, I am optimistic about the future because the will to succeed is there and with perseverance and effective management, my vision can be realized.



Did you know

Lieutenant Commander (Ret'd) Herman DOUGLAS, now serving in the Jamaica Fire Brigade, was the first enlisted person to be granted a commission.

The fishing trawler EL ALFAREZ REAL which was intercepted on 30 November 1980 by the Coast Guard National Reserves had on board over 22,000 lbs of compressed marijuana. This remains the Unit's largest drug seizure to date.

At a meeting to discuss fund raising activities for females of the JDF Coast Guard in the middle of 2001, it was decided that we would stage a fashion show and raffle. While we were all in agreement, the puzzling part was to determine what prizes would be involved and how to procure them. Once approval was obtained from then Acting Commanding Officer, Lieutenant Commander Errol Taylor, the groundwork for the show began. Since there were only ten females serving in the Unit, each of us had a lot of work to do. Everyone set about seeking sponsorship for the event with a very positive approach and with the conviction and passion that we could stage a very successful event.

It was decided that each person would ask a friend to donate a prize. Lt (sg) WEMYSS -GORMAN pulled off a small coup when she managed to get the raffle tickets printed free of cost. We set about selling tickets for the raffle and soliciting sponsorship and support. In the midst of all of this, we had to be preparing for the modelling segment of the show. Our problems were compounded as not everyone was willing to go on stage. Ordinary Seaman MARTIN, J with her knowledge and experience



in the fashion world taught us the steps and the turns on the runway. For some of us, it was a bit difficult at first but it did not take long to master the basics.

Lt (sg) WEMYSS -GORMAN incorporated a dance routine in the fashion revue and made us aware of the sequence of the presentation. Lt (jg) LAMBERT worked on the musical accompaniment for the dance and convinced a Port Royal Dance Group to include an item. Chief Petty Officer EDWARDS, N and Leading Seaman NEATH who shunned the limelight, worked very hard behind the scenes and were willing to do anything that did not require exposure.

We tried to solicit help from the male sailors to act as escorts or perform during the show. However, the response was not encouraging. "Fashion show!? Female

From the deck to the fashion runway

By the females of the JDF Coast Guard

sailors model?" "Bad man don't model on stage" were some of the comments we encountered. During our rehearsals we got a small gathering as we practised our steps and routines and eventually some sailors volunteered to assist us.

The show was scheduled for November and we had approximately three weeks to finalize all the arrangements. We sought assistance from our female counterparts in Up Park Camp and Capt T SPENCE who had built a reputation as an excellent compere, offered her services.

As we worked towards achieving our goal, there were many instances when we felt like giving up. There were several disagreements and challenges leading up to the event but in the end, we thought it was well worth the pain. We enlisted and got assistance from Chief Petty Officer COLEY, Leading Seaman PRYCE and Leading Seaman BURLEY who laid on a sumptuous array of food items. We also got assistance from the Engineer Regiment in the construction of a stage and from Master Chief Petty Officer II McFARLANE, G in lighting and decoration of the area. As things took shape, the interest of the male sailors increased.

The day finally arrived and everything was in place. As the sun set and we made the transition from sailors to runway models, the tension and excitement on the base mounted and was almost palpable. The Acting Commanding Officer was pleased with the preparations he had seen and said he had to be there. The main guest was then Chief of Staff, Major General J I SIMMONDS.

The show began with a parade of the various uniforms worn by the women of the Unit followed by a dance item performed in fatigue gear (camouflage trouser, combat boots and brown vest). The choreography for this item was flawless and went down very well and we saw an immediate response from the Coast Guard males who had previously not committed to attending the function. Many of them suddenly appeared from the barracks to view the show. A parade of personal collection ensued interspersed with songs, dance items and the drawing of the raffle.

The budding fashion models displayed an array of formal, semi-formal, casual and swim outfits. Ordinary Seaman McCLYMONT had to take a drink to get it flowing on the day. Leading Seaman VAUGHAN and Able Seaman CLARKE were very flexible and they turned and

danced very well. LS KIRBY did not show her full potential during the rehearsal but gave her all and some on the actual day.

During the show, several male sailors who had declined to escort us on stage were tripping over themselves to suddenly volunteer.

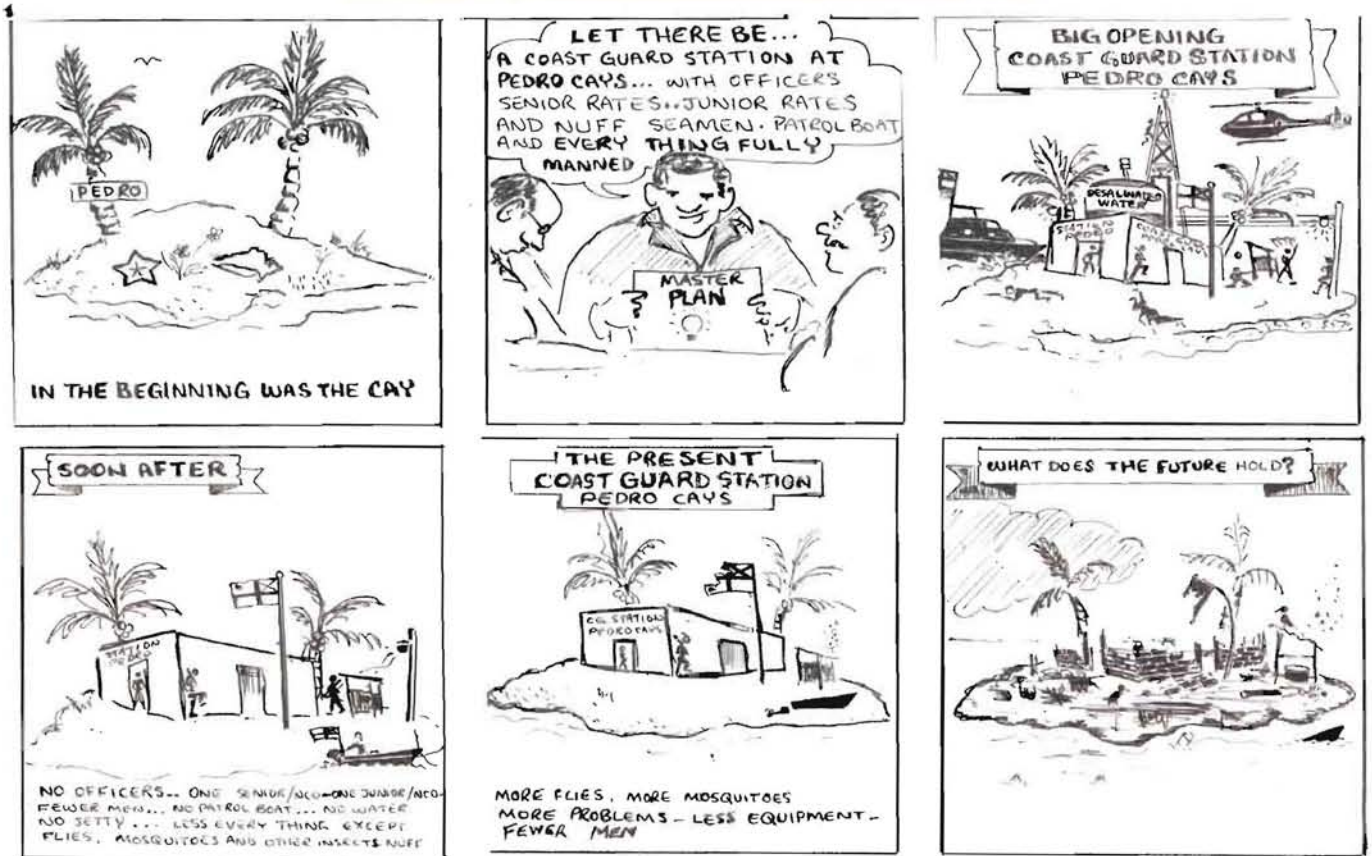
The audience was clearly enjoying the presentation evidenced by some who left their seats for a better vantage point when the girls spiced up the routine by throwing flowers into the crowd and displaying serious runway attitude. The catcalls, applause and whistling were almost deafening.

The fashion show was a resounding success due to the kind assistance of our sponsors and well-wishers. Many weeks later the sailors were still talking about the show. It was even mentioned by Major General Simmonds at several Men's Dinner in other Units a few weeks later. The men and women who attended will long remember the day the female sailors of the JDF Coast Guard went from the deck to the runway.



Transition

By PO Beckett



PO BECKETT, E

“A ship in port is safe, but that is not what ships are for. Sail out to sea and do new things...”

Rear Admiral Dr. Grace Murray Hopper (USN)



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Last Post (Those who have left us)

Persons who have died whilst serving the JDF Coast Guard

JDF/21439	Able Seaman	Peterkin,	L	25 Jun 1983	
JDF/16681	Petty Officer	Hill,	R	22 Jan 1984	JDF CG (NR)
JDF/22352	Ordinary Seaman	Crawford,	S	03 Oct 1984	
JDF/22435	Ordinary Seaman	Gray,	S	01 Aug 1985	
JDF/23048	Able Seaman	Lue,	M	04 Jan 1990	
JDF/23368	Ordinary Seaman	James,	R	04 Jan 1990	
JDF/23846	Ordinary Seaman	Rodney,	P	04 Jan 1990	
JDF/23487	Ordinary Seaman	Simms,	C	04 Jan 1990	
JDF/23193	Ordinary Seaman	Simpson,	D	26 Mar 1990	
JDF/25243	Ordinary Seaman	Brown,	D	05 Mar 1997	
JDF/15667	Chief Petty Officer	Francis,	E	08 Nov 1999	JDF CG (NR)
JDF/23131	Chief Petty Officer	McFarlane,	D	23 Feb 2001	

