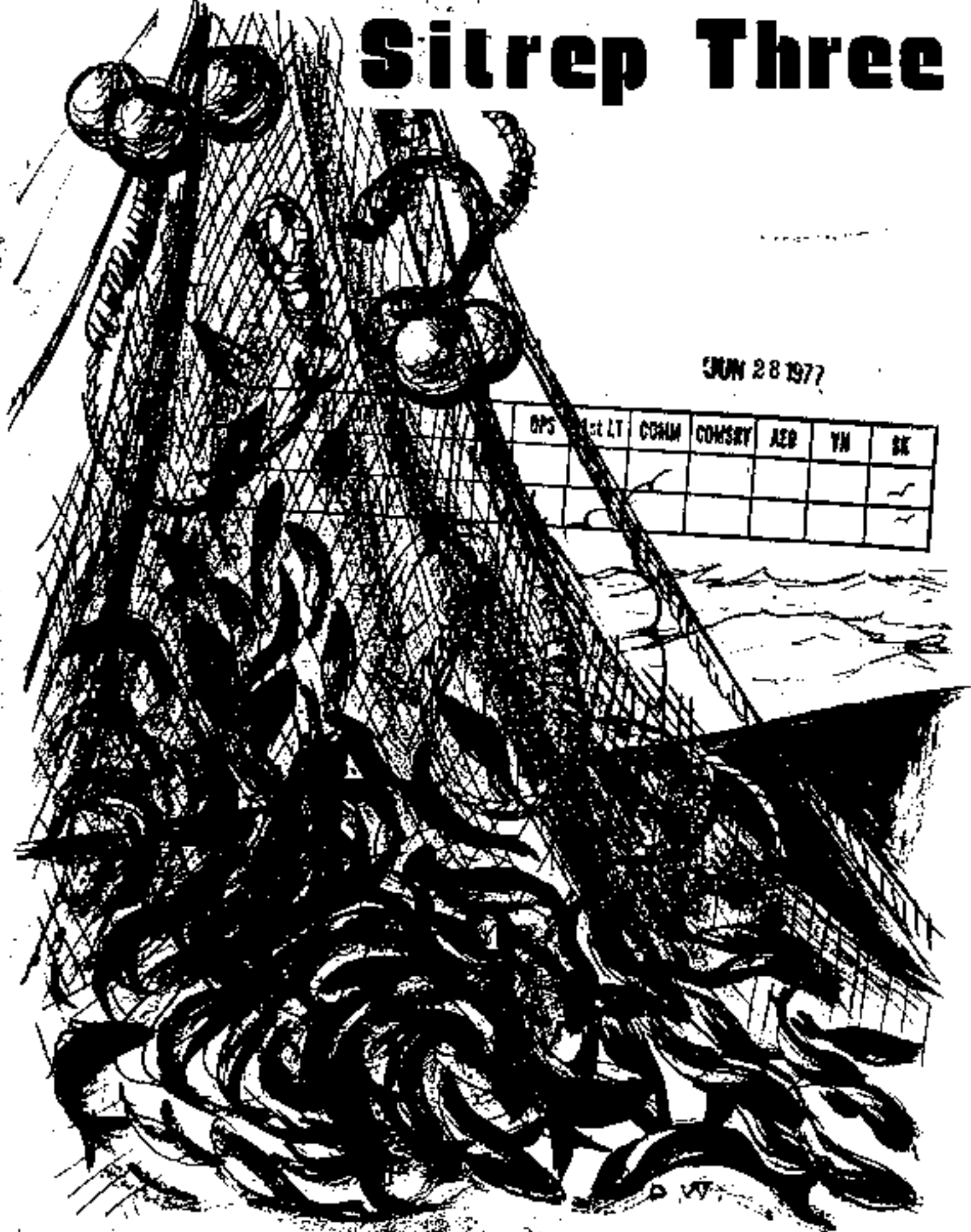
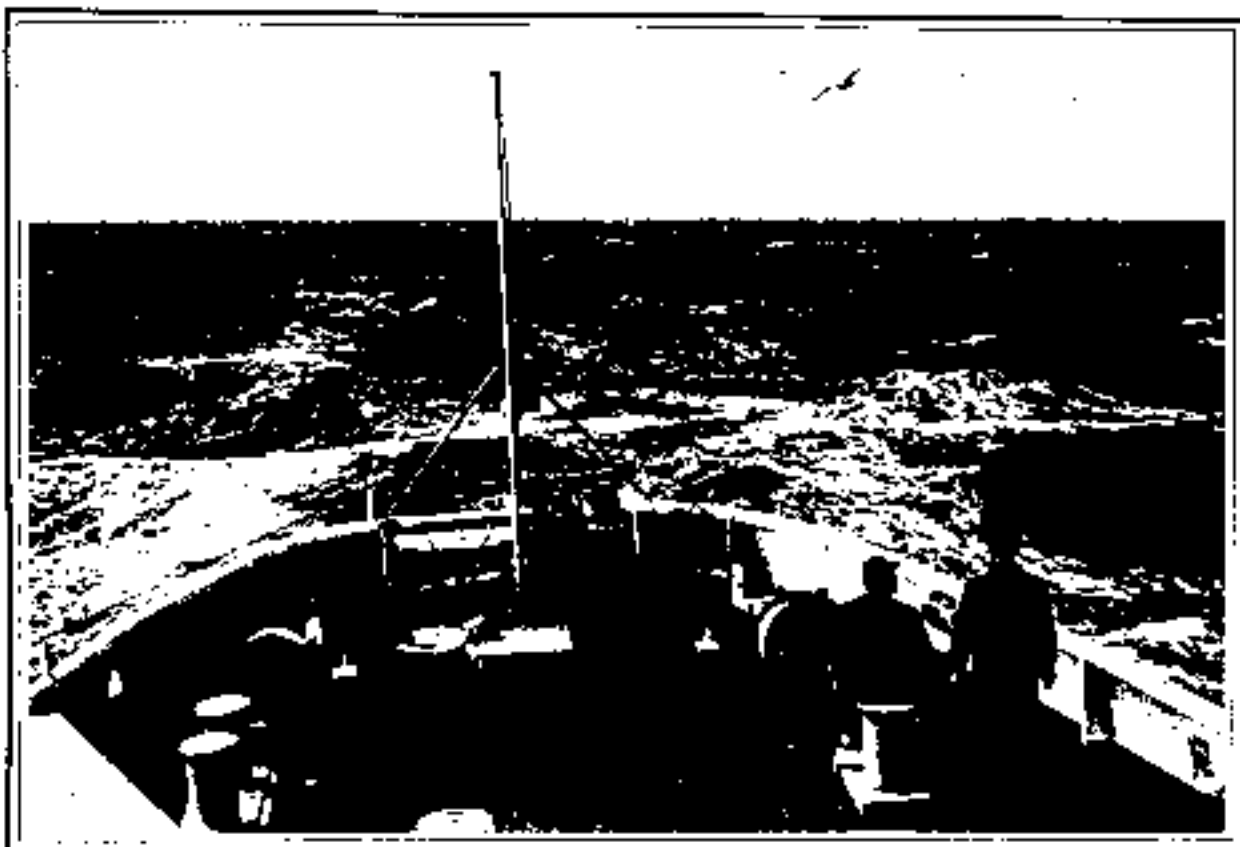


Sitrep Three

JUN 28 1977

OPS	1st LT	COAM	COMSKY	AED	YN	BK
						✓
						✓





No place to go but home... (eventually)

Story and Photos by Dale Puckett

Puckett wrote this story while aboard the tug TAMAROA during a recent fisheries patrol.

They are something everyone in the Coast Guard hears a lot about these days, yet, few are intimately involved. The following is a chronological look at a few days of a typical OPF aboard this 205 foot cutter.

THURSDAY, APRIL 7 — After six weeks of refurbishing, including a top half overhaul and new bearings on the pinion shaft of her reduction gear, Tamaroa sails from Governors Island. The first order of the day is a check of that gear and it

makes an unusual sight as the medium endurance cutter backs down Buttermilk Channel. Backing down puts far more strain on gears and engines than going full ahead, but the Captain wants to make sure everything is shipshape before he heads to sea. The test a success; Tamaroa swings around and heads for the Gulf Port Terminal on Staten Island. Here she'll top off her tanks with 38,000 gallons of diesel fuel. Chow is served while the ship is at the terminal and the first meal out is great . . . Del Monico steak. Refueling takes longer than expected but around three o'clock the special sea detail is set again. By four, Tamaroa sails under the Verrazano Bridge. For the next hour or two she stays

Puckett, a News & Photo Center staffer, is a University of Kansas graduate and an ex-disc jockey.

in the lower bay calibrating her compass and checking other navigational aids. By dusk there is a brisk wind and the cutter begins to roll. By nine Tamaroa is off the south shore of Long Island. . .the lights of many cities are just visible on the horizon.

The weather this first night is rough enough that only three members of the crew are watching Robert Redford in the evening movie, "The Sting." In the CPO quarters a situation comedy blares from an RCA color television. It will be the last time the ship will be within range of a broadcast station for two weeks. By eleven everyone has hit the rack except the watch. It's been a long day. . .refueling, making the small boats ready for sea, and general maintenance. As the crew sleeps the wind howls through the superstructure.

FRIDAY, APRIL 8 — Reveille is at 0630. The wind has slowed down and it's a lot calmer as Tamaroa ploughs northward. She's 78 miles from the closest point of land, Northport, Long Island and is following the 100 fathom curve. No other ships are visible from horizon to horizon. . .it's Tamaroa's ocean. The plan for the day, Holiday routine. It's Good Friday as the ship continues to sail northeast. Breakfast. . .SOS. It's good. The mess cook in the CPO quarters asks if there have been any "accidents" down here. "No," replied Chief Reese. "We usually are able to make it to the head. If you guys would listen to us oldtimers you'd be all right. Keep your stomach full, your knees bent and your mind occupied. That's the secret." One American contact. Some of the crewmen are talking about boarding. "Don't let anyone kid you. It's respect of the sea that keeps you going on a boarding. The weather and seas make it dangerous." There is fish for the noon meal. "We should send the cook over on a boarding party on Thursday. After he sees all those fish laying there looking at him we won't have to eat fish the next day." At 1230 there's contact on radar and Tamaroa changes course, heading for the vessel. It's the "My Joy" out of Westerly, Ct. The skipper is fishing for tile fish. The "exec" asks if he has seen any foreign fishing vessels. The



reply is negative. With this report Tamaroa resumes her course at 110 degrees. On the fantail a half dozen men are enjoying the holiday routine. They're lying on the deck with their shirts off. There's another contact on radar a couple of hours later and the scenario repeats itself. At 1700 word is passed to the crew. Tamaroa will be heading for New London, Conn. Her ETA 0730 Saturday. When she arrives she will pick up a new LORAN set from the Cutter Vigorous. On the way in she heads directly into the seas. The winds are gusting at better than 45 knots. Most of the crew "gets horizontal." It's one way to survive. In the CPO quarters the movie is "Battle of the Amazons." On the mess deck some members of the crew compare their present situation to the image of the Coast Guard they had formed in the recruiting office.





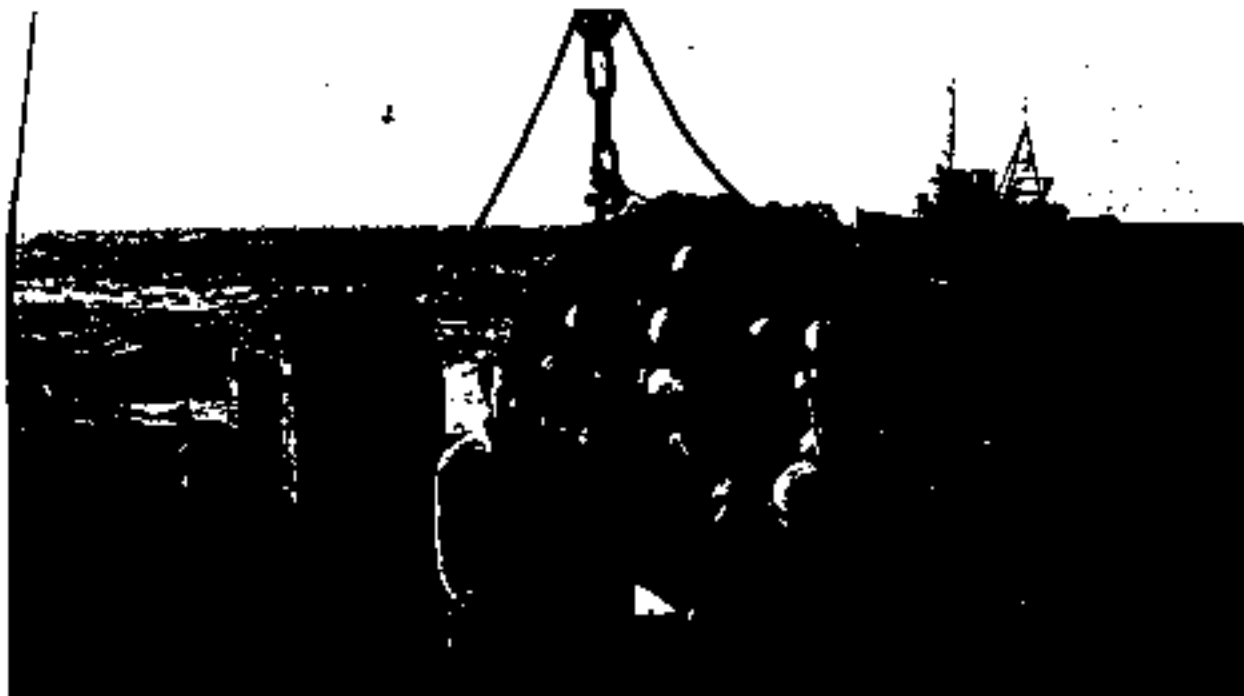
SATURDAY, APRIL 9 -- As the sea detail is set, Tamaroa is passing the light at the entrance to New London Harbor. By 0830 She's tied up at Coast Guard Station. She tries two LORAN sets from Vigorous without any luck. Then, an EF goes aloft. He finds that one pin in a cable attached to a preamp high above the deck is shorting against its shield. The cable is repaired and the set works. At 1530 Tamaroa steams from New London. The crew is happy as the seas appear to be a lot calmer. The sunset is beautiful that night and a third of the crew is on the fantail to watch it. Most of the night the waters stay calm. The movies are "Clockwork Orange" and "Magnum Force", depending on where you watch. The chiefs play cards till 0130.

EASTER SUNDAY, APRIL 10 -- It starts out looking like a beautiful day. At 0730 the small boats are at the rail,

awaiting their boarding parties. There are fishing vessels all along the horizon. The boarding party leaves at 0915 to board the Russian Vessel Oreanda. Only the Russians are fishing now. The squid fisheries were closed at the end of March and the Spanish and Italian trawlers have gone home. Tamaroa is in what is known as the Hake B window. It's the only area now open to foreign fishing vessels, and, they must be fishing for hake. The boarding party stays on the vessel until one thirty in the afternoon. At first they think they're on to something. They find 2,000 pounds of squid. But, as it turns out the squid was caught before the March deadline. Earlier boardings by other cutters had confirmed this fact. Three citations were issued. One, for not having their call letters and name painted in large letters on the hull, another for logging their cumulative catch for two week periods only and a third, for not logging their off-loading operations properly. That night the chiefs break out the eight track tapes. They play the "Great Hits of All Time". . . full volume. For four hours everyone forgets where they're spending Easter. At 0130 the weather finally breaks. By 0610 "Tam 1," a small motor surf boat is lowered to the rail. The seas are calm, almost like glass. It's quite an improvement over the first four days of the trip.

MONDAY, APRIL 11 -- The boarding party is called to the rail as Tamaroa approaches a large fleet of vessels fishing for scallops. As the cutter closes, she can find only Canadian vessels and the boarding party lays below. Under an agreement with our neighbors to the north the Canadian Coast Guard boards fishing vessels from





About the Law

by Rick Williams
Public Information Officer

Enforcing the laws and treaties of the United States has been a mission of the Coast Guard almost from our inception. Coast Guard involvement with fisheries enforcement began with the Coasting and Fishing Act of 1973. In the last 184 years, many laws and responsibilities for the protection of marine mammals, creatures of the continental shelf and fish have been added.

Today we protect resources we have claimed out to 200 miles from our coast. Within the 200-mile band, fishing is permitted by foreign vessels for particular species only at a particular time in a particular area.

On the east coast, the Coast Guard maintains both vessel and aircraft patrols of the areas most likely to have fishing boats. The cutters board and search United States and foreign vessels, looking for retention of species for which they have no permit, their fishing methods including net size and other regulations. Originally there was speculation that a large increase in the size of the Coast Guard would be needed to patrol the increased area of responsibility. This has not proved to be necessary as the fish follow their normal patterns; the fishing vessels follow the fish and the Coast Guard follows the fishing vessels.

As a measure of the success of the new law, the average daily number of foreign fishing vessels sighted in Atlantic waters last year was 118; the average daily number during 1977 has been 19.

As of late May, the Coast Guard has boarded 229 fishing vessels, issued 128 citations, found 36 violations, and, seized one vessel and a portion of the cargo of another one. In spite of these figures, the foreign fishing fleets has generally been cooperative and are attempting to comply with the law.

Canada to insure compliance with the law. During the next several hours the quartermaster on the bridge sights and logs a dozen vessels. They are all Canadian. At mid-morning Tamaroa changes course and heads for "closed area number one" just off the coast of Massachusetts. No vessel can fish in these closed areas with gear designed for use on the bottom during the months of April, May and June. The regulations are being enforced to protect haddock, yellow tail flounder, and others which breed on the bottom at this time of year. As the ship steams to the new area the crew is chowing down. "The new ships, the 378's and 210's got all the credit," a quartermaster says. "Here we have a 34-year old ship doing a better job than the newer ones. Take this LORAN A receiver. It's original equipment with the ship." This table talk emphasizes the pride these men have in their past accomplishments. But, what is more important they are out here pushing themselves to their individual limits so that the ship can accomplish more. At mid-afternoon Tamaroa comes upon two American trawlers and a boarding party goes to visit one, the Armada Jane out of Gloucester, Mass. While there the master tells the boarding officer that he's just heard on the radio the Coast Guard has taken another Russian vessel is escorting her to Boston. A message is received from COMLANIAREA ordering Tamaroa 150 miles to the south, back into the Hake B window. Tuesday promises a lot of action.

TUESDAY, APRIL 12 -- Action isn't the word for it. At 0545 the boats are at the rail. The first boarding party is aboard a Russian Support Vessel by 0700. They



"Life at sea can be very dull - we read and play alot of cards."



find three violations. By nine they are back aboard the cutter. While they are gone however, the watch has spotted what they think is a vessel fishing out of the authorized Hake B area. For the rest of the day the boarding party is aboard the trawler. A large number of violations were issued and it is dark before men return to Tamaroa.

WEDNESDAY, APRIL 13 -- The boats are at the rail just after 0500. The first boarding team is underway not much after 0600. With two boardings to her credit the day before, Tamaroa hopes to accomplish more today. And, she does. Five vessels are boarded and a number of violations are issued to their masters. Some are citations, a written warning. Others are civil penalties which may require the payment of a large monetary penalty. These will be levied by a representative of the Secretary of Commerce ashore. During the night Tamaroa drifts in the North Atlantic using just enough power to stay within the Hake B window.

THURSDAY, APRIL 14 -- Today only two vessels are boarded as one is being scrutinized very closely. She may have

committed a serious violation earlier. It will take hours of detective work to get the answer. All evidence is photographed for possible later use. Reports are sent to New York. All day Tamaroa stays within 500 yards as her boarding parties work. The next day she will see her crews spend more than 20 hours on the foreign vessel as all cargo is checked as it is offloaded to a support ship. Every day the routine repeats itself.

THURSDAY, APRIL 21 — Today Tamaroa has another Offshore Fisheries Patrol under her belt. She has boarded 33 vessels. Nineteen violations have been issued. There are 84 new fishing vessels listed in her sighting logs.

As she sails past the Statue of Liberty and slips into her berth at Tango Pier, Governors Island, another cutter takes her place in the Hake B area. Tamaroa's crew will have a well deserved 11-day inport period before sailing again May 3.



Answers to AN AMERICAN ANAGRAM (page 24)

ALERT	SAUK
FAIRWEATHER	TAMAROA
STARR	TERN
STRAIT	VIGOROUS
DALLAS	CATUNARY
FIREBUSH	HAWSER
GALLATIN	LINE
REDOAK	WIRE
MAHONING	CLEAT
MANITOU	FRANKLIN
FRANCIS	HERRON
REDBEECH	BATAN
REDWOOD	