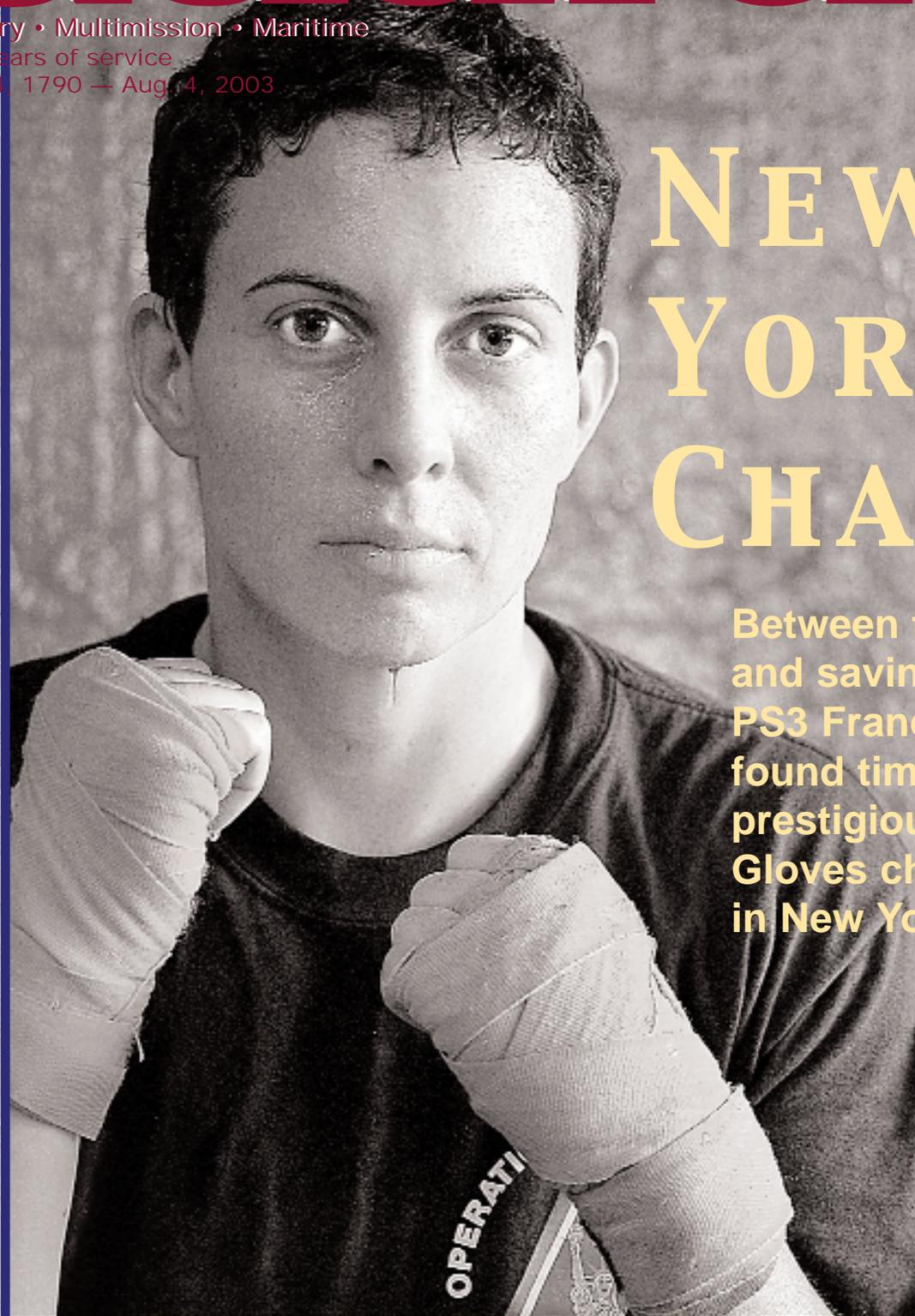


Coast Guard



August
2003

Military • Multimission • Maritime
213 years of service
Aug. 4, 1790 — Aug. 4, 2003



NEW YORK CHAMP

Between fighting fires and saving lives, PS3 Francesca Smith found time to win the prestigious Golden Gloves championship in New York.

Homecomings



Tradewinds



Adventure Race

Heroes

The world's best Coast Guard

DC3 RONALD COOPER



DC3 Ronald Cooper from the CGC Harriet Lane received the Coast Guard Commendation Medal. Cooper was honored, along with seven other crewmembers, for directly saving the lives of more than 40 Haitian migrants who were thrown in the water May 10, 2002.

The rescue occurred when the Harriet Lane discovered a 35-foot Haitian sailing vessel six miles west of Great Inagua, Bahamas.

Harriet Lane was on scene when the vessel capsized and spilled the migrants into the choppy seas.

More than 80 migrants were aboard the severely overloaded vessel when it capsized.

Rescue efforts included the help of two Bahamian vessels and air support from two Coast Guard HH-60 Jayhawk helicopters deployed to the Bahamas and an HU-25 Falcon jet from Coast Guard Air Station Miami.

The crew of the Harriet Lane immediately pulled the survivors from the water.

Fourteen deceased migrants were recovered later.

LantArea Public Affairs



PA3 KRISTINA HANUM, LANTAREA



Coast Guard



August 2003

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Check out **Coast Guard** magazine on the web.
www.uscg.mil/magazine



PA3 TIMOTHY PIKE, LANTAREA

Seaman Alicia Todman, crewmember aboard the CGC Dallas stands at parade rest as the Dallas returns to Norfolk, Va., from their deployment in support of the war with Iraq.

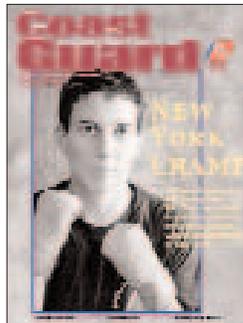
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A group photo of the Coast Guard members who participated in the 4th Annual Florida Coast to Coast Adventure Race in May.

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PA2 DANA WARR, PADET JACKSONVILLE, FLA.



ON THE COVER

PS3 Francesca Smith, a Coast Guard reservist, recently boxed her way to the prestigious Golden Gloves boxing championship in New York.

PHOTO BY PA1 TOM SPERDUTO, PADET NEW YORK

UP FRONT

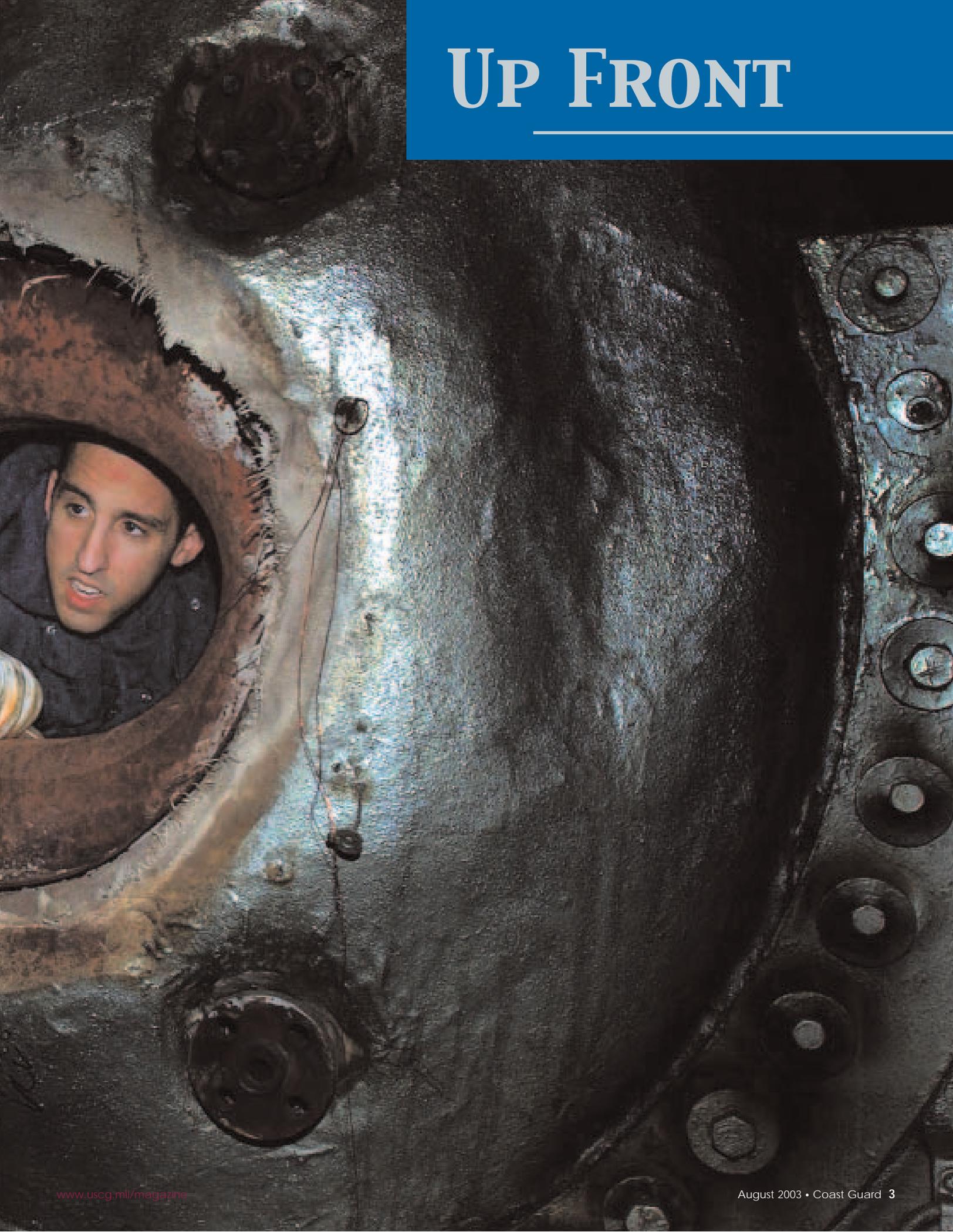
HOLE IN ONE

Lt. j.g. Christopher Tantillo, marine inspector at Activities New York, inspects the inside of a steam drum onboard a steam-propelled passenger vessel.

PHOTO BY PA3 MIKE HVOZDA, PADET NEW YORK



UP FRONT





UP FRONT

FLARING UP

New Coast Guard members assigned to Station Los Angeles practice using emergency signaling devices in the water June 13.

PHOTO BY PA3 LOUIS HEBERT, PADET LOS ANGELES







UP FRONT

READY, SET, GO

The CCG Mackinaw is surrounded by sailboats in Chicago July 12 as the 2003 Chicago to Mackinac race begins. The “Mack”, as the race is known, is the longest freshwater sailboat race in the world. Hundreds of boats from around the world meet in Chicago to participate in the 333-mile race.

PHOTO BY PA1 PAUL ROSZKOWSKI, 9TH DIST.

CGC Dallas returns from Mediterranean

CHARLESTON, S.C., June 14 — The CGC Dallas returned home today after a four-month deployment in the eastern Mediterranean Sea in support of Operation Iraqi Freedom.

Holding babies and waving American flags, friends, family and well-wishers stood expectantly on Pier Papa, awaiting the Dallas. Nearby, South Carolina firefighters raised a large American flag on their ladder truck, standing at attention to honor the returning sailors.

FS3 Robert Cox said the crowd was a welcome sight. “I missed America, I’m more proud than ever to live here,” he said.

While overseas the Dallas worked alongside the Navy’s Sixth Fleet in the Strait of Gibraltar, in support of the war. They escorted U.S. Military Sealift Command cargo ships — crammed with equipment, food and supplies for overseas troops, through the 8-mile-wide Strait of Gibraltar.

Machine guns manned and weapons ready, the crew donned full body armor.

“I liked that mission,” said Capt. Chris Colvin, commanding officer of the Dallas. “Ships were moving fast, and we were interposing ourselves between them. The weather was sloppy — the wind was howling, and it was a brisk pace performed during daylight hours. You go screaming on through the straits in the morning and afternoon; it was all exciting,” he said.

Also while overseas the Dallas worked with the Spanish Armada. Colvin said joint operations with the armada worked like a well-oiled machine. As the war began, the Dallas edged into position in the eastern Mediterranean — not far from the U.S. aircraft carriers Theodore Roosevelt and Harry S. Truman. For several days, Dallas was the only surface combatant screening the two carriers. Other warships were deploying Tomahawk missiles from other locations into Iraq, Colvin said. Sometimes the crew served as a plane guard, the first time for Dallas since actual combat operations during the Vietnam War. As sandstorms enveloped the area in a tawny cover, Dallas served as a horizon line for departing aircrews.

“It was like being in a cocoon — there is little sense of direction,” said Colvin.

Colvin said later the ship was positioned near Turkey, providing security and cover for 28 U.S. cargo ships carrying equipment critical to the missions of the Army’s 4th Infantry Division. Following that mission, the Dallas moved into position just off the the Syrian coast. The new mission was to intercept ships possibly transporting escaping Iraqi leaders. While Colvin praised radio communications between the battle group, he said he was surprised by the anti-American and disrespectful messages from foreign merchant vessels. Under a United Nations-chartered maritime interdiction program, his crew boarded a Syrian-flagged 300-foot

freighter. Based upon intelligence reports, they closely examined cargo, crewmembers and weapons aboard the vessel. But mostly, they discovered a lot of nasty language. The attitudes encountered on foreign-flagged vessels chipped away at morale.

“Suffice it to say, it was really nice to return to VHF radio communications,” said Colvin. But crewmembers say camaraderie, care packages from home, and especially laughter helped ease lengthy separations from family, the English language and familiar surroundings.

There were casino nights, karaoke, barbecues and pizza nights to sustain morale aboard. Colvin said his crew had their heads in the game 100 percent of the time.

Missions accomplished by the Dallas crew included plane guard work for two Naval aircraft carriers, escorting four cutters home across the ocean and a successful emergency landing by an H-65 helicopter. While 14 miles off the Syrian coast, the H-65 lost an engine during nighttime surveillance. The senior aviator faced a difficult decision but opted to return to the ship.

“We have some striking memories, but it’s always good to be home,” said Colvin, the married father of two.

“But we’ll also be ready to go again,” he said.

PA3 Judy Silverstein, PADET St. Petersburg



CWO George Fulenwider from the CGC Dallas hugs loved ones during the cutter’s homecoming from the Mediterranean.

Coast Guard

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Shield of Freedom

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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ALL SMILES

NORFOLK, Va.,
June 11 — BM3 John Savastano from the 110-foot CGC Bainbridge Island raises his 11-month-old son, Josh, into the air after the cutter moored at Nauticus. The Bainbridge Island returned from overseas operations with the 378-foot CGC Dallas, two law enforcement detachments, other support and port security personnel and three other 110-foot patrol boats: the CGCs Pea Island, Knight Island, and Grand Isle.
PA1 Kimberly Smith,
LANT Area

WEBHOT!



www.uscg.mil/d8/vts/houston-galveston

According to the Port of Houston Web site, the port is ranked first in the United

States in foreign waterborne commerce. About 194 million tons of cargo moved through the port in 2001.

The Houston/Galveston Vessel Traffic Service was created to improve maritime safety and efficiency of the port.

With such a big job to

do, the VTS Houston/Galveston Web site helps the VTS accomplish its responsibility.

The site provides accurate, relevant and timely information to mariners, port authorities, facility operators, and local, state and federal agencies.

It is a thorough source of information on the Houston Ship Channel and provides a wealth of information for the Coast Guard customer.

Visitors will find links to downloads that include area charts, a VTS user's guide, marine security zones and a port hurricane guide.



VTS WEB SITE

Think your Web site is unique?
E-mail the URL to
jzettles@comdt.uscg.mil

PARTY TIME!

JUNEAU, Alaska, June 28 — Plumes of water from nearby tugboats in Valdez soar above the 110-foot patrol boat CGC Long Island today during a ceremony marking Valdez as the patrol boat's new homeport. The Long Island recently moved from San Diego to Valdez.
 Photo by Lt j.g. Marion McQueen III, Marine Safety Office Valdez



Around the world, around the clock

Coast Guard Auxiliaries Mike and Noreen Folkerts assisted the fishing boat Auke Bay and its crew after the boat became disabled and began drifting near Point Retreat, Alaska June 29.

Coast Guard units in the 17th District are investigating the 960-foot cruise ship Summit that punctured its hull when it hit an object in Prince William Sound July 13.

Coast Guard Station Erie personnel pulled four people from the water near 12-Mile Creek July 7 after searching for three hours for the missing boaters after their boat capsized.

The Coast Guard Pacific Strike Team assisted the Environmental Protection Agency by providing satellite communication and monitoring the contract cleaners for a 422-acre area covered with concrete asbestos roofing material and siding in Klamath Falls, Ore., July 14.



The CGC Harriet Lane returned to its homeport in Portsmouth, Va., June 7 after a 61-day patrol in support of maritime homeland security, counter-drug operations and alien migrant interdiction in the Florida Straits and Caribbean Sea.

Capt. Neil Buschman, commanding officer of Group San Francisco, presented the nation's second highest award for maritime lifesaving to Monterey native Hillary Timm June 17 at Station Monterey. Timm is being honored for her heroic action when she rescued Nasheed Fakhour from drowning at Asilomar State Beach in Pacific Grove, Calif., Oct. 14, 2001.

The CGC Key Largo repatriated 22 Cuban migrants to Bahia de Cabañas, Cuba, July 11. The migrants were from four groups intercepted since July 6.

FY'03
 By the numbers
 compiled July 2

LIVES SAVED:	2,864
SAR cases:	28,146
Marijuana:	12,577 pounds
Cocaine:	97,207 pounds
Migrants:	4,915

Source: G-IPA-2

CGC Tampa repatriates 464 Haitian migrants

MIAMI, July 5 — The CGC Tampa repatriated 464 Haitian migrants today to Port-Au-Prince, Haiti.

The migrants are from two separate intercepts that occurred July 3 and 4.

146 migrants were first spotted by Tampa's embarked HH-65 Dolphin helicopter, from Air Station Miami, west of Great Inagua, Bahamas. The Tampa, homeported in Portsmouth, Va., arrived on scene to discover a dangerously overloaded sailing vessel. The 121 males, 23 females and 2 children were all provided with lifejackets and transferred to the Tampa for safety.

The second group of 319 migrants was also spotted by Air Station Miami's HH-65 helicopter July 3.

The Tampa rescued the Haitian migrants from their 40-foot sailing vessel southeast of Great Inagua July 4. They were immediately given lifejackets and all 319 were safely transferred to the Tampa.

Both vessels were destroyed as hazards to navigation.

"We are thankful that we were able to locate and stop these voyages before they became tragedies. Too many times in the past we have seen vessels sailing in severely overloaded conditions like this result in unnecessary



A rescue boat from the CGC Tampa delivers lifejackets to an overloaded boat with Haitian migrants before transferring them to the cutter.

deaths. Coast Guard migrant patrols save lives by removing migrants from these unsafe situations, as well as protect our nation's borders by deterring dangerous and illegal activity." said Lt. Tony Russell, 7th District public affairs officer.

Once aboard Coast Guard cutters, all migrants receive food, water and, if necessary, medical attention. PA3 Carleen Drummond, 7th Dist.

New CG priority pier dedicated

KODIAK, Alaska, May 29 — The Coast Guard and city of Unalaska/Dutch Harbor dedicated a newly built pier today during a ceremony at the pier.

The new pier, located about 1,000 miles west of Kodiak, will aid the many Coast Guard cutters and crews that use the port in the Aleutian Islands as a forward supply stop while patrolling the Bering Sea.

The pier is a 410-foot extension of the Dutch Harbor city dock. Coast Guard cutters have priority to use the pier. The pier was specially built with Coast Guard-compatible electrical shore ties, a concrete apron, a large parking lot for loading and a shore side facility with a phone booth and restrooms.

Cmdr. Craig Lloyd, commanding officer of the CGC Haley, and Lt. Joe Higgins, supervisor of Marine Safety Detachment Unalaska were proxy for the 17th District Commanding Officer Rear Adm. James Underwood at the ribbon cutting ceremony.

PAC Marshalena Delaney, PADET Kodiak



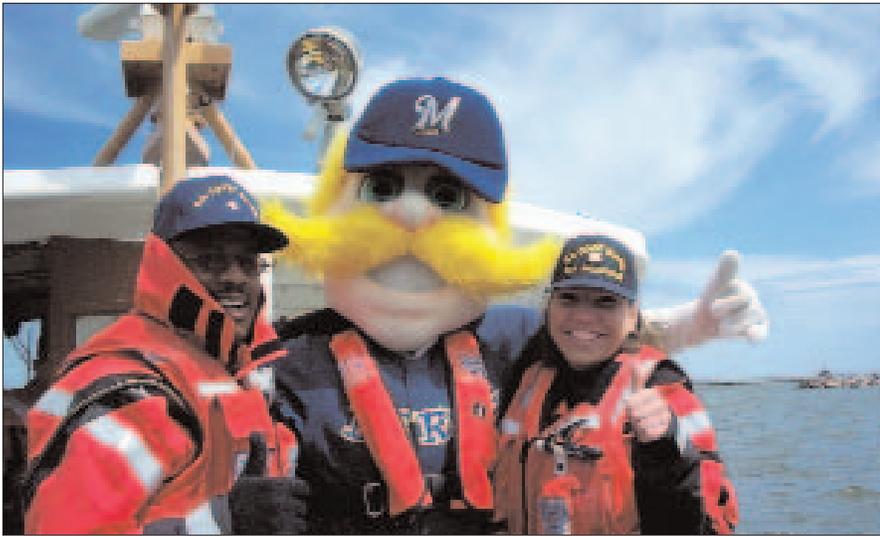
The ribbon cutting ceremony dedicating a new Coast Guard pier.



Welcome Home!

ALAMEDA, Calif., July 14 — The CGC Boutwell returns home to fanfare and a water display from an Oakland and San Francisco fire boat. The Boutwell left Alameda January 3 in support of operations in the Persian Gulf and the Iraqi War. Photo by PACS Bruce Pimental, PAC Area

CG and Milwaukee Brewers partner to make boating safer



Station Milwaukee crewmembers BM3 Kyle Bernard and Fireman Melissa Orosz stand by Bernie the Brewer before getting underway at the station.

STATION MILWAUKEE PHOTO

MILWAUKEE, July 2 — Coast Guard Group Milwaukee and the Milwaukee Brewers have partnered to make boating safer on Lake Michigan by recognizing those children under 13 for wearing their lifejackets.

During random law enforcement boardings, Coast Guard boarding officers will enforce the newly enacted federal law requiring children under the age of 13 to wear lifejackets. Children wearing their lifejackets will receive a certificate for a free Milwaukee Brewers ticket

at any game during the 2003 season.

“It’s a win-win,” said Chris Barlow, Brewers Manager of Group Sales. “The opportunity to recognize safe boating practices especially among children is a program the Brewers stand solidly behind.”

Recreational boating fatalities are the second leading cause of transportation-related fatalities after automobile accidents. Nearly 700 recreational boaters died last year, 19 in Wisconsin alone. In 17 of those 19 cases, the victim was not wearing a lifejacket.

Coast Guard boat crews from Kenosha, Milwaukee, Sheboygan, Two Rivers, Green Bay, Sturgeon Bay and Washington Island will participate in the program. The Coast Guard conducts up to 2,000 law enforcement boardings annually on western Lake Michigan.

“We’re continually looking for innovative ways to get out our safe boating messages,” said Cmdr. Scott LaRochelle, the commanding officer of Group Milwaukee. “I tip my cap to the Milwaukee Brewers organization for their generous spirit in supporting this initiative.”

Lt.j.g. Dean Jordan, Group Milwaukee

CG members celebrate commemoration of lighthouse stamps

TYBEE ISLAND, Ga., June 13 — Marching in a time-honored ceremony, Coast Guardsmen joined with dignitaries from the city of Tybee Island and federal officials to celebrate Tybee Light’s commemoration on a new U.S. postage stamp here today.

Master of Ceremonies Lizbeth Dobbins, U.S. Postal Service, thanked both the Coast Guard and the American Legion for their services in her opening speech. She was joined by other speakers including City of Tybee Island Mayor Walter Parker and a representative from the U.S.P.S. Artist Howard Koslow praised Tybee Lighthouse’s historical significance, expressing his gratitude for being chosen to paint the series. Koslow designed a stamp series in 1990 for the Coast Guard’s

bicentennial celebration.

During the ceremony, a crowd of lighthouse fanatics, stamp enthusiasts and local citizens surrounded the towering lighthouse. The ceremony coincided with the first day of issue for the series “Southern Lighthouses,” featuring lighthouses from Virginia to Florida.

“It was an honor to have the Coast Guard be a part of this event,” said Cullen Chambers, director of the Tybee Island Historical Society. “I want to express how much we value the ongoing relationship between the Coast Guard and the Historical Society.”

The Tybee Lighthouse dates back to 1732. Traditionally a Coast Guard asset, it was turned over to the Society last October. A Coast Guard team continues to maintain the light

at the top of the structure, which is still used as a navigational aid for Savannah shipping lanes.

Story and photo by Seaman Lawrence Chambers, Group Charleston



Officials unveil the new Southern Lighthouse stamp series at Tybee Light.

MSST 91103 visits elementary school

LOS ANGELES, June 4 — MSST 91103 visited Frank Vessels Elementary School in Cypress to have some fun with the students by demonstrating the Coast Guard's newest technology and training.

Although the unit regularly deploys throughout the Pacific to provide security for critical assets and events, the school visit was one of their more challenging missions, as they had more than 250 elementary schoolers to educate and entertain.

MSST members provided tours of a 25-foot rescue boat, helped the children try on safety equipment and law enforcement gear, supervised man-overboard drills, and showed videos of the unit, and the Coast Guard, in action.

The children also participated in rescue heaving line tossing competitions and a personal flotation device relay.

Dusty, one of the unit's canine members, and his handler, FT2 Michael Boyle, also demonstrated explosive detection techniques. Many of the students asked to take Dusty home and said that they felt very safe knowing that Dusty is so well trained.

Principal John Ikerd expressed his appreciation for the visit and said the students had many enthusiastic compliments for MSST 91103.

One of the students urged the MSST personnel to, "keep up what you are doing." She also said, "It's cool you guys protect our country."

Lt. Brian Krautler, MSST 91103



LOUIS HEBERT, PACAREA

FT2 Michael Boyle holds Dusty while a student pets the dog during MSST 91103's visit to an elementary school.

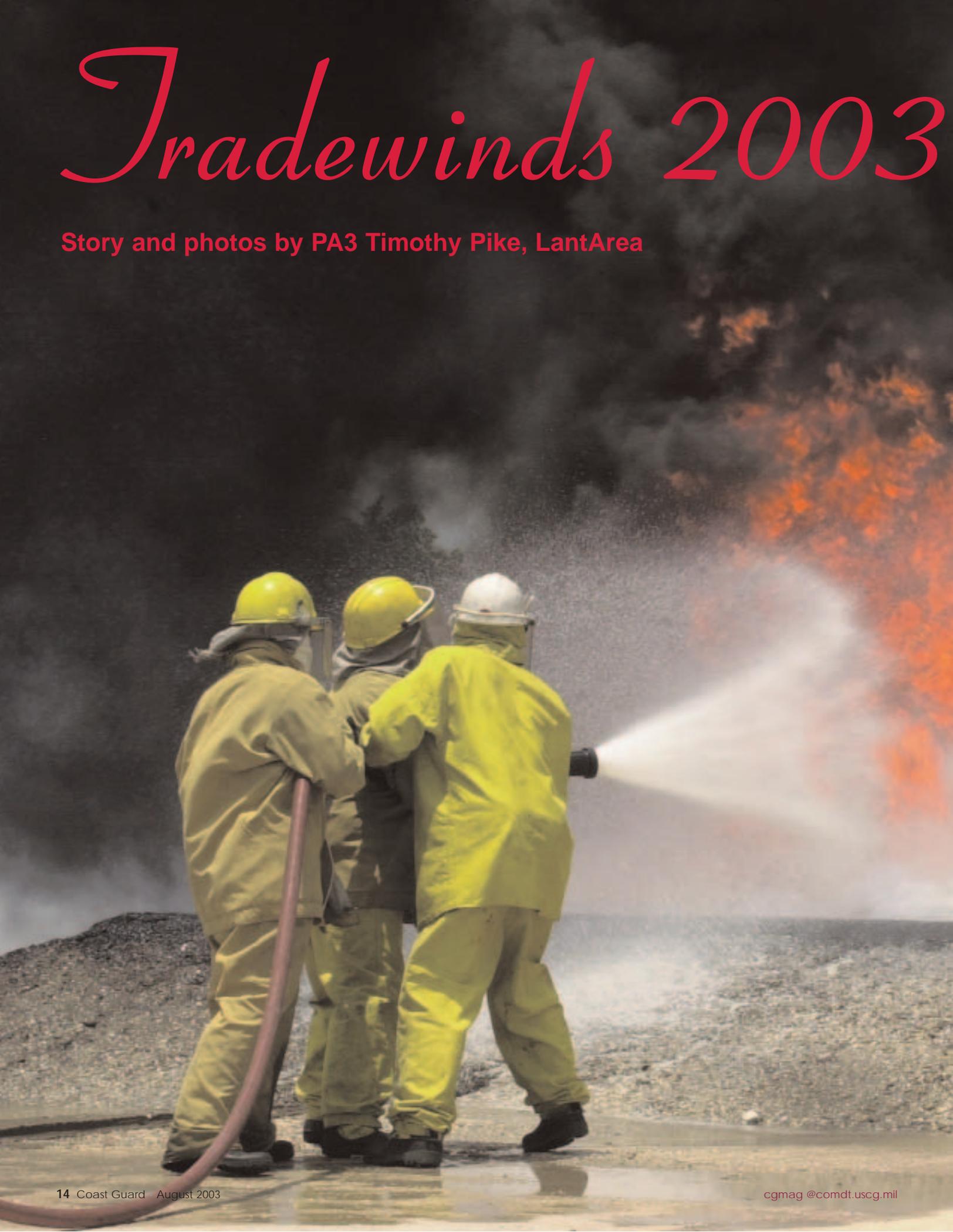


LOUIS HEBERT, PACAREA

After MK3 Brian Smith's instructions, a student tries her hand at tossing a life ring during a rescue technique demonstration.

Tradewinds 2003

Story and photos by PA3 Timothy Pike, LantArea





FIRE!

Dominican Republic coast guard members attempt to put out a fire during a Tradewinds 2003 firefighting training exercise in Jamaica.

The heat was constant and overpowering. A sweltering sun rose daily over the seemingly painted Blue Mountains, relentlessly washing the landscape of Kingston, Jamaica in unforgiving light.

On the first morning, one-by-one, the steel giants USCGC Gentian, TTS Nelson and DNR Capotillo gracefully nosed their way into Kingston Harbor. Their entrance into the harbor marked the beginning of Tradewinds 2003.

Tradewinds, now in its 18th successful year, reflects the combined efforts of several coast guards, coming together as a team to train and exchange thoughts and ideas.

Lt. Todd Anderson, maritime exercise planner for Tradewinds, said if the Caribbean nations can independently make drug seizures, search and rescue and create partnerships with neighboring countries, then the U.S. Coast Guard will have to devote less assets to do the operations themselves.

Altogether, 16 Caribbean countries were involved in the northern and southern phases of

Tradewinds. This year's northern phase exercises were executed in the host country, Jamaica.

The USCGC Gentian, a white hull 180-foot buoy tender, steamed into Kingston Harbor for this year's training. The Gentian is used primarily for international engagement, training, logistics and maintenance assistance in support of the

FRISBEE

Right: A child from the Port Royal All Age School holds up a frisbee he received from CGC Gentian crewmembers as part of Operation Handclasp.

BOOKS

Bottom: Crewmembers from the CGC Gentian pass out toys and books to children from the Port Royal All Age School in Port Royal, Jamaica.



maritime services of the Caribbean region.

Jamaican assets involved in the exercises included Jamaica's small boats, 82-foot patrol boats and Jamaican Defense Force aircraft.

The Dominican Republic showed off its battleship-gray 133-foot buoy tender, formerly the USCGC White Sumac, the DRN Capotillo, while Trinidad cruised in the harbor with their 198-foot cutter, the TTS Nelson. Later in the week, the Bahamas flaunted their 3-year-old 198-foot beauty, the HMBS Bahamas.

On the first day of Tradewinds, crewmembers from the *Gentian* tirelessly unloaded armload after armload of textbooks and toys in support of an operation called Handclasp.

Handclasp is a United States Navy project that utilizes the U.S. Coast Guard to distribute the material, which is donated to the Navy by private entities. The materials were being donated to schoolchildren at the Port Royal All Age School in Port Royal, Jamaica.

The following day, the books and toys were taken over to the school and unloaded. The children danced around the schoolyard — each with two of the donat-

ed toys in their hands. One of the kids asked if he could keep his toys. When he was told that he could, he turned to his friends with a flabbergasted look and sprinted over to them to give them the good news.

"Having all the kids lined up, eager to get the toys we brought was a gratifying experience," said Ensign Glenn Goetchius, first lieutenant aboard the *Gentian*.

Crews from the ships also braved the heat to paint the interior walls of the schoolyard, replace decrepit sinks and toilets, and affix hardware atop of the school's flagpole so that they could finally fly their colors.

"It was a great change of pace to step away from the exercises and missions for a day to do some good with organizations that needed help," Goetchius said.

The next couple of days were dedicated to in-port firefighting training, survival at sea exercises, damage control and firearms training.

Firefighting training was conducted in a desolate, heat-stricken wasteland in the middle of nowhere. During the firefighting exercises, each trainee learned to don an oxygen breathing apparatus and a self-con-



tained breathing apparatus along with other firefighting gear. Their first firefighting exercise required them to enter a dismal, smoke-filled, pitch-black building to get them used to finding their way around in blinding conditions while fighting a fire. The next phase of firefighting training included hose handling and fighting actual fires with the appropriate extinguishing agents. Trainees lined up, three at a time, and used their new knowledge to fight an intentionally lit fire. Huge plumes of black smoke and roaring flames created a hellish scene until the trainees were able to use their skills to extinguish it.

Survival at sea training was taught at the Caribbean Maritime Institute in Port Royal, Jamaica. This training introduced new sets of challenges. Students were expected to jump from a platform onboard a rickety old ship from approximately 20 feet in the air and into the water to familiarize them with abandoning a vessel while using proper jump and water entry form. Students were then shown the proper way to deploy and enter a life raft and shown the types and uses of survival equipment onboard. Also at CMI, a port security class was taught to individuals from the participating countries and several government and civilian agencies from Jamaica.

Meanwhile, back at HMJS Gagway, the Jamaican coast guard base, students were given hands-on 9mm training at the base's range. The range set-up was similar to U.S. Coast Guard ranges. One obvious difference, however, was the targets at which they were shooting. Instead of the garden-variety sectioned and numbered silhouette paper target that U.S. Coast Guardsmen are used to, Jamaica's targets were paper renditions of crazed-looking soldiers ready to unload their full automatics at the students.

Underway training was on the schedule for the

final two days. The first day, the JDF practiced helicopter operations with the Capotillo. The grass green helicopter hovered over the Capotillo and dropped a rescue swimmer onto its deck. Immediately after lowered the swimmer onto the deck, the helicopter bungeed him back into the air and safely into the aircraft. Fifty-caliber machine gun exercises were also practiced aboard the Capotillo.

The second day consisted of a mock "go-fast" vessel interception. It began with one of the JDF's small boats acting as the drug runner. The Gentian, Bahamas, Capotillo and one of Jamaica's 82-foot patrol boats all converged on the "go-fast" and coordinated with the JDF's aircraft to attempt to intercept. In the final adrenaline-packed moments, the Bahamas executed the intercept.

A mock high-risk boarding concluded the training for the week. Boarding team members from Trinidad's Special Naval Unit prepared to board the Gentian dressed in camouflage, body armor and helmets and carrying automatic weapons, pistols, shotguns and knives. The SNU raced up to the Gentian in a high-speed vessel, came alongside, bolted up Gentian's ladder and immediately took control of the bridge and secured the ships personnel and cargo to complete the high-risk boarding exercise.

The final day of Tradewinds brought all of the Caribbean nations together at the center of Jamaica's coast guard base. Here, all of the ships' captains proudly stood in front of their respective crews during the morning flag-raising ceremony and awards presentation.

Lt.j.g. Angel Pol, assistant maritime exercise planner for Tradewinds said he was impressed with how well all of the countries worked together, with the respect they had for each other and with their comradery. 🇺🇸



ANCHORS AWAY

USCGC Gentian (center) anchors in Kingston Harbor, Jamaica with the Bahamas' HMBS Bahamas (left) and the Dominican Republic's DRN Capotillo.

SHOOT, DON'T SHOOT
Tradewinds 2003 range training.





MUDDIED UP Lt.j.g Morgan Roper (left) and Lt. Amy Grable, both from Coast Guard Headquarters, trudge through the first kayak portage during the first day of the race.



THE RACE IS ON

Story and photos by
PA2 Dana Warr,
PADET Jacksonville



THE TEAM Team U.F.O. (from left): Lt. Tanya Schneider, Lt.j.g. Morgan Roper, Lt.j.g. Kim Andersen and (behind) Lt. Amy Grable, all from Coast Guard Headquarters.

“**E**ach step was a struggle and a mystery. Would I sink up to my thigh? Would I fall? Would my shoe come off? Would the pool of muddy water I was wading through come up to my chest? The answer to all of those questions was ‘yes,’ at one point or another. After about two hours, I hit my low point of the race. Alone in the woods, covered in sulphurous mud and fighting swarms of biting insects of all varieties, I could barely fight the tears of exhaustion and frustration. Just when I thought I couldn’t go on, I heard someone behind me say, ‘Nina, how are you doing?’ I thought I was hallucinating at first. Lt. j.g. Michael Weaver, another Coast Guard friend from Yorktown, Va., was soon standing by my side. Michael explained that his team had gotten a little lost and ended up behind me in the process. He told me to smear more mud on my legs to keep the bugs off, showed me an easier way to carry my bike, and got me going again. I walked with him for a little while but couldn’t keep up with his pace. Soon he was out of sight. I kept going, and just when I started to lose steam

again, out popped Mike Runnals (same team as Weaver). We were close to the edge of the swamp and made the rest of the trek more or less together. I was so relieved to be out of the swamp, that I forgot my exhaustion.”

That’s how Lt. j.g. Nina Leonard from Coast Guard Headquarters, one of 12 Coast Guard members who pushed themselves to extended physical, mental and emotional states during the 4th Annual Florida Coast to Coast Adventure Race in May, described one of the tougher moments of the event.

Four Coast Guard teams ran, biked, kayaked, orienteered, ascended and trekked more than 250 miles nonstop through some of the most remote locations Florida has to offer. The 72 teams involved this year had to compete in all the events, as well as start and finish the race together, to officially finish the race.

The four-woman “Team U.F.O.” from Headquarters, a four-man team from MSO Jacksonville, Fla., and Air Station Clearwater, Fla., along with Leonard, who raced

solo, pushed their endurance for four days through a constant bombardment of biting insects and the blistering heat and humidity of Florida’s various terrains, including swamps, grasslands, oak meadows and spring-fed lakes and rivers.

Team U.F.O., consisting of Lt. Tanya Schneider, Lt. Amy Grable, Lt. j.g. Morgan Roper and Lt. j.g. Kim Andersen all witnessed first-hand how difficult and challenging this year’s race really was.

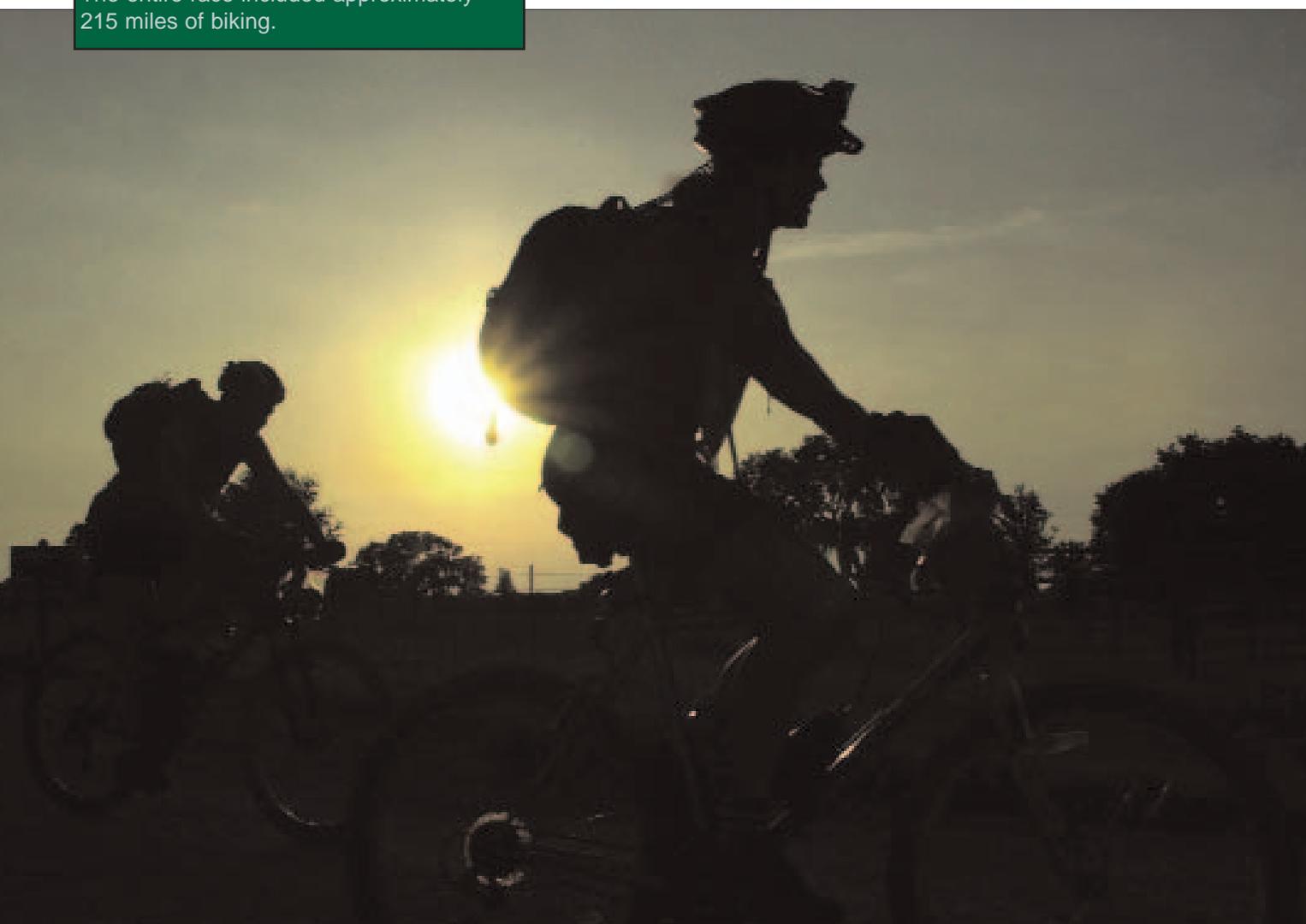
Prior to the race, team U.F.O. trained together as a team as much as possible. Together, they ran in the snow at Great Falls Park, Va., biked four 60-mile legs and kayaked several times together along the Rappahannock River in Virginia. During one particular all-day training event, they kayaked in the morning, did some climbing, and biked 60 miles at night through areas around the Baltimore-Washington International Airport.

Adventure races are designed to last anywhere from three days to two weeks. They are intended to challenge the racers in every aspect of agility, strength, ability to work together as a team, and fatigue the

Continued on page 25 ...

RIDING OFF INTO THE SUN

Members of Team UFO riding at sunset. The entire race included approximately 215 miles of biking.





HANGING AROUND

Lt. Tanya Schneider ascends a tree on the second day of the race.



ON THE WATER *Top:* Lt. Amy Grable kayaks with Lt. j.g. Morgan Roper. The entire race included approximately 50 miles of kayaking.

FOUR WHEELING *Right:* Even after hours of the grueling race, members of Team U.F.O. still manage to smile.



strongest of the body's muscles, said Jim Molaschi, course designer and co-founder of the annual Florida C2C race.

"I thought this year's race was tougher than past races because I added more portages, bushwhacking through vegetation, and long runs that I knew would kill them," said Molaschi.

According to the Florida races Web site, Adventure Sports Magazine recently listed the C2C as one of the best multi-day adventure races in the world.

Molaschi noted that if a team is not cohesive and doesn't have the ability to think and work together, the best athletes competing in adventure racing would never come close to finishing.

"I think physically we trained well and were ready," said Roper, but we should have focused a lot more on communication during our training."

Andersen said she thought as a team they initially didn't communicate well in training but realized that prior to the race. "We had to be able to constructively communicate with each other to function as a team and out of necessity, I think we developed better communication skills," she said.

"It was through my teammates that I was actually able to gain mental and physical strength, even when I had nothing left," Andersen said.

While Leonard finished the race in about 72 hours, Team U.F.O. never officially completed the race, leaving the last leg of a 15-mile kayak to be conquered. Neither of the male teams was officially ranked in the final standings.

"We represented ultimate strength and courage and proved to ourselves that we are without a doubt at the level of athletes out there racing in adventure racing," said Roper. "That to me is more valuable than any finish line. Training, giving it our best shot, coming out of it safe with few injuries, and, most of all, the desire to do it again, are what's important to me." 



FOOT ACTION *Left:* Lt.j.g. Kim Andersen's husband, CWO Ken Andersen, from Engineering Logistics Center Baltimore, rubs powder on the feet of one member of Team U.F.O. Andersen was one of the team's support crew throughout the race.

MUD BATH *Top:* Lt.j.g. Nina Leonard, from Coast Guard Headquarters, secures her shoe lace after carrying her bike through a swamp. Leonard raced alone and was the only Coast Guard racer to officially finish.

GOLD GLO

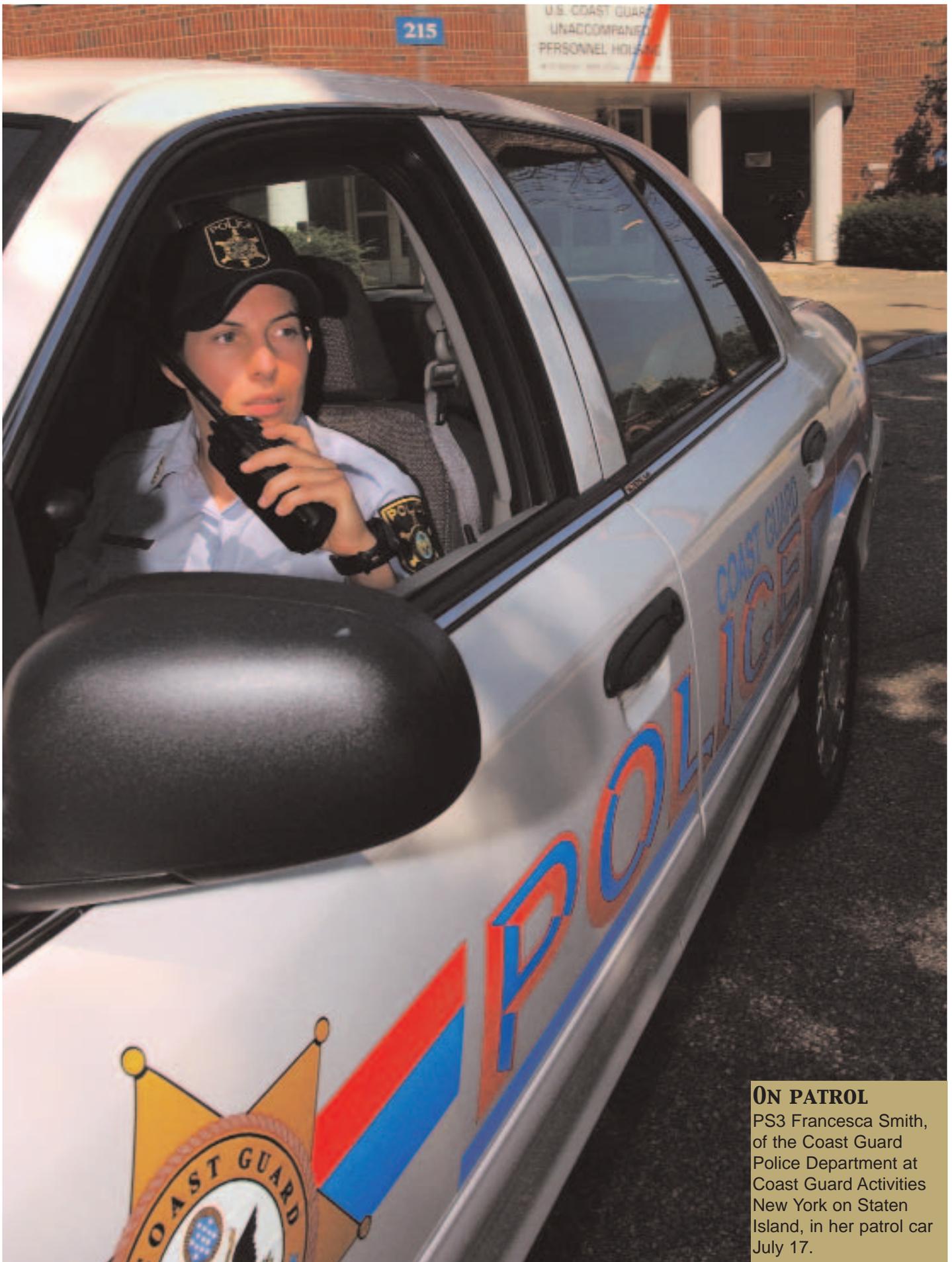
SHADOW BOXING

PS3 Francesca Smith, a policewoman at Coast Guard Activities N.Y. shadow boxes at a mirror inside Gleason's Boxing Gym, Brooklyn, NY., June 20.

DEN VES



Story and photos by PA1 Tom Sperduto, PADET New York



ON PATROL
PS3 Francesca Smith, of the Coast Guard Police Department at Coast Guard Activities New York on Staten Island, in her patrol car July 17.

The gym has the smell of hard work and dreams. A fighter's sweat flies with the rhythm of the speed bag that returns time and time again ferociously to the boxer's fists.

It's another day of pain at the famous Gleason's Gym in Brooklyn, N.Y., for one Coast Guardsman who serves at Activities New York on Staten Island. But this time it's different. For PS3 Francesca Smith, today she trains as a champion.

Competing and winning the prestigious Golden Gloves amateur boxing tournament in New York City is no easy feat. The 5-foot-three-inch, 125 pound pugilist who battles blazes as a New York City Firefighter when not serving in the Coast Guard as a policewoman (she was called up to active duty for one year in May). She trained 20 hours a week for more than a year to achieve her goal.

"I was very apprehensive at first when I joined the [FDNY] boxing team," said Smith, the only female on the department's boxing roster. "I didn't know how I would be received."

Her passion and tenacity quickly earned her a place on the squad.

"My first impression was that she is very serious and dedicated," said her first boxing trainer and corner man, Dennis Crowe, a fellow fire fighter who has fought as a 260-pound heavyweight boxer. "She is a very good listener and always had an eagerness to learn. She started from the bottom, from scratch," he said. "She absolutely never short-changed the gym."

Crowe attributes a solid work ethic to her success as a fighter. "From shadow boxing to hitting the mitts or calisthenics, she showed from the beginning that she was there to give 100 percent," said Crowe.

Smith has the distinction of being the first female on the Coast Guard Police Department at Activities New York since it was established in 1997.

"She broke new ground being the first female officer," said PSC Michael Di Trani, Chief of Police for the department responsible for maintaining safety and security for

the families and personnel at Activities. "She had a good background, she worked with the NYPD for five years before joining the fire department."

For the 31-year-old slugger who wears her dark hair cropped short to accommodate her physical lifestyle, going the extra mile has not only rewarded her with a boxing championship, it has also saved lives. Taped to the wall in Gleason's, next to the pictures of 126 champion boxers who trained there such as Muhammad Ali, Jake (Raging Bull) LaMotta and Mike Tyson, is a New York Daily News article about Smith and a police officer who raced into a burning building and saved two lives.

"It was a store fire that went up into an apartment building," she said in between pounding the heavy bag at Gleason's with combination punches. "I was on my way to the roof when I ran into two people on the third floor. I heard two moans, one was a man's voice the other was a child. They whimpered ... I made the call, [alerting other firefighters of survivors] and then dragged the man down a flight of stairs and passed him off to another firefighter then went back upstairs for the child, a 2-year-old girl."

Smith's journey to the Golden Gloves Championship did not begin in the famous Gleason's Gym, located under the Brooklyn Bridge and surrounded by several Mom and Pop Pizza joints, but it was there that she paid her dues.

"Her passion led her to Gleason's," said Crowe who admits with a laugh, he took it easy on his feisty female opponent the first time they exchanged blows. Before Gleason's, Smith had to spar with men on the team, he said.

Gleason's gym offered Smith the chance to spar with female opponents — 170 women train at the club — and hone her skills on her way to the Golden Gloves.

Bruce Silverglade, owner of Gleason's Boxing Gym for the last 27 years, has known Smith for two years and remembers when she began training at the gym. "I knew from her background she was a

tough person and had a lot of guts," he said. Those feelings were confirmed when he saw her in the ring.

"She is very aggressive and likes to take charge of the fight. She makes her opponent follow her," said Silverglade. "We were impressed, we thought we had a champion."

Though a champ was in the making, no one, not even Smith, thought victory would come so soon.

"It was amazing, with each fight I'd go 'wow' maybe I am good at this," said Smith, who also added that winning was the most rewarding part of her quest.

Becoming a New York Golden Gloves champion required being the last one standing in a group of 13 fighters. It came down to one fight for Smith against the No. 1 ranked female amateur boxer in the country.

"I knew I had a shot, but I was always the underdog," said Smith.

"I'll admit it," said Crowe. "I think the other girl was a better boxer."

But, better boxer or not, Smith would not be denied. According to Crowe, Smith was not hit more than 10 times in the championship fight.

"She won by stamina and determination," said Crowe. "She never stopped throwing punches, she fought like a machine."

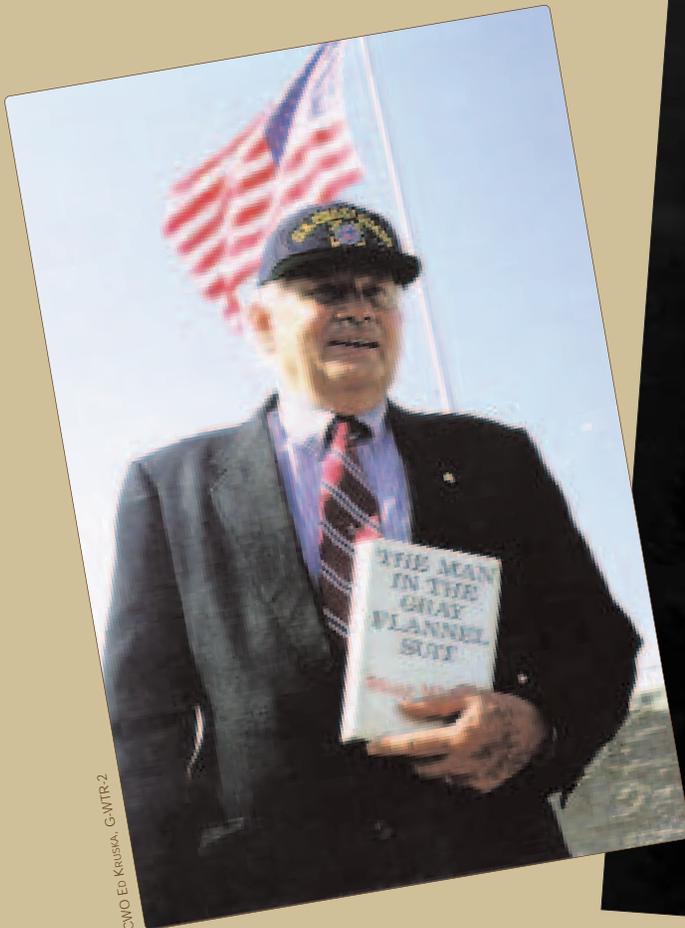
Returning to Coast Guard duty for Smith was literally an eye opener. "After the Golden Gloves she had a black eye," said Di Trani. "We looked at her in a whole different light, not only did she maintain her duty, she maintained her diet and training. She not only maintained her watch, she won the Golden Gloves."

So what's next for the self-proclaimed adrenaline junky who has earned the titled championship?

After completing her one-year active duty mobilization in July she will return to fighting fires and saving lives as a firefighter. As for her future in the Coast Guard Reserve, she has high hopes.

"I like to use my hands," she said while firing a ferocious combination into the heavy bag before calling it a day. "I'd like to work on boats, and save lives." 🦁

Old 8x10's



Sloan Wilson and Buddy Ebsen - Coast Guard celebrities

Sloan Wilson (1920-2003), author of *The Man In The Grey Flannel Suit*, one of the most influential novels about Madison Avenue advertising and life in suburbia during the 1950's, was born in Norwalk, Conn.

A graduate of Harvard University, and an avid sailor and navigator, he joined the Coast Guard in 1942, following Pearl Harbor. Commissioned a Reserve Ensign, Wilson first reported aboard the CGC Tampa on the Greenland Patrol. Wilson was then given command of the trawler Nogak.

His novel *Ice Brothers* is based on his experiences with the Nogak. He then took command of the Coast Guard-manned Army supply ship FS-158 in the South Pacific. This experience is captured in his first novel, *Voyage To Somewhere*. He then commanded the Army tanker Y-14. These experiences were penned into the novel "Pacific Interlude."

Actor, comedian and dancer Buddy Ebsen (1908-2003) is best known for his role as Jed Clampett on *The Beverly Hillbillies* and in the title role as the detective in *Barnaby Jones*.

He originally was cast as the Tin Man in *The Wizard of Oz*. In a contract dispute with MGM, Ebsen found that he had time on his hands so he started sailing. In 1941 he decided to apply for a Navy commission but was turned down even though he was spending time teaching seamanship to Naval Reserve OCS candidates. Ebsen applied for a commission in the Coast Guard, where he soon became a Lt. j.g. He served on the Navy Patrol Frigate Pocatello, a weather ship on Station Able.

He was honorably discharged a lieutenant in 1946. Ebsen went on to various bit parts in movies, but his career really took off when Walt Disney hired him to play George Russel, Davey Crockett's partner. Story courtesy of the Coast Guard Historian

Small Stuff

VA BENEFITS — The Department of Veterans Affairs offers a wide range of benefits for the veteran.

A veteran is any person who served on active military duty, and was discharged or released under any conditions other than dishonorable. Federal law establishes your eligibility as a veteran and the benefits will be based on your veteran status.

The major VA benefits are:

- * Health care
- * Home loans
- * Burial benefits
- * Life insurance
- * Disability benefits
- * Vocational rehabilitation and employment
- * Education and training benefits
- * Dependents and survivors benefits

Reservists called to active duty also may be eligible for many of the above benefits, depending on the length and location of their service, and should check with the VA about their eligibility.

To apply for benefits you must file a VA Form 21-526, Application for Compensation and/or Pension, VA Form 22-1990, Application for Education Benefits, and/or VA Form 28-1900, Disabled Veteran's Application for Vocational



Rehabilitation. You may call the VA at 1-800-827-1000 for specific information about your eligibility. www.va.gov

INFORMATION TOOL BINDS INTERNATIONAL LOGISTICS — The Defense Logistics Information Services recently produced the first edition of a long anticipated multi-lingual logistics tool on compact disc.

Even more challenging than helping U.S. military forces find a common method for cataloging materials has been the need to provide a “common language” that could satisfy the logistic information needs of NATO members and sponsored nations.

English and French have long

served as NATO's two official languages, but DLIS technicians have worked with the national cataloging centers of eight other nations to produce information on classification and naming standards in nine languages.

Users can select the language in which they want to view the data and navigate easily between languages.

For additional information about the new compact disc, visit www.dlis.dla.mil/cdrom.asp or call (888) 352-9333.

Defense Logistics Agency

NAVY TIMES COAST GUARDSMAN OF THE YEAR —

BMC Terry Lathrop, of Station St. Clair Shores, Mich., was chosen as the Navy Times “Coast Guardsman of the Year” for his inspiration, superb performance and willingness to excel, and for stepping up to a command position during a period of crisis.

During this time, he continued his high level of volunteerism for community activities and spear-headed groundbreaking volunteer efforts at the station and within his community.

Military Times

Shipmates

OSHKOSH, Wis.: The Wisconsin Military Officers Association of America and the Retired Enlisted Association will hold their 2003 convention Sept. 27 at the Experimental Aircraft Association Museum. All convention activities will occur at the EAA with opening ceremonies commencing at 8:30 a.m. and concluding with an evening banquet in the Eagle Hangar under the wings of historic combat aircraft.

The special guest and one of the key note speakers is Vice Adm. Norbert Ryan Jr., Navy, ret., MOAA National President.

Formerly known as the Retired Officers Association, MOAA renamed itself to attract all uniformed officers, whether active duty, reserve, National Guard, veteran or retired to offer a non-profit veterans' organization

dedicated to maintaining a strong national defense and to preserving the earned entitlements of members of the uniformed services, their families and survivors, regardless of branch of service.

Attendance is open to those who hold or have ever held a warrant or commission in any component of the Army, Navy, Marine Corps, Air Force, Coast Guard, National Oceanic and Atmospheric Administration, the U.S. Public Health Service, or their surviving spouses. All retired enlisted personnel are also invited to attend.

For further details or to request convention materials contact John Friedel, 322 Orchard Lane, Green Bay, WI 54301 or e-mail jfriedel@new.rr.com or Steven Sato, 3365 Pebble Beach Court, Green Bay, WI 54311 or e-mail satoj@aol.com.

Coast Guard introduces the SCBA to Shipboard Fire Fighting

By SCBA Engineering Change Development Team
Photos by PA3 Timothy Pike, LantArea

Over the last several years, the Coast Guard has taken several steps in replacing the Oxygen Breathing Apparatus with a modern Self Contained Breathing Apparatus.

The Self-Contained Breathing Apparatus is the same equipment utilized by local fire departments throughout the country.



Coast Guard Headquarters, along with the Engineering Logistics Center and both Maintenance and Logistics Commands made the decision for the Coast Guard to switch from the OBA to the SCBA during 2001.

The OBA was originally placed into service in the Naval fleet in the 1930's.

It is a closed circuit system in which the wearer rebreathes exhaled air after it undergoes a chemical reaction with potassium superoxide causing oxygen to

BREATH OF FRESH AIR

The SCBA is now being used on select Coast Guard cutters.

be produced.

Unlike the SCBA, the OBA has a self-demand feature that makes breathing more difficult. Also, there is no pressure inside the mask to assist in preventing hostile contaminants from entering the face piece or breathing tubes once they are damaged.

Since the project's implementation, various Coast Guard cutters have been visited throughout the fleet.

Once a cutter class is identified for upgrading, a study is conducted to determine the required number of SCBAs the unit will require and whether or not they need recharge capabilities onboard the cutter class. Then, a cutter within that class is selected for prototyping, with a follow-on visit in which the SCBA installs are completed.

Currently, the Coast Guard's OBA replacement program includes only a handful of cutters. Newly constructed Coast Guard vessels have been delivered with SCBAs installed and back filling has started within the fleet.

During the installations onboard the cutters, most crewmembers have positive feedback on the SCBA.

Lt. Curtiss Potter, the engineering officer of the CGC Steadfast, said, "We ran a main space fire drill the day after our SCBAs were installed.

"All fourteen personnel were able to go on air, a practice that added a significant degree of realism to the drill while providing increased comfort to the crew.

"Also, my supply of air was 100 percent restocked in three hours at the cost of a half-gallon of diesel. If we had activated fourteen OBAs, it would have cost Steadfast \$1,167."

The SCBA will soon replace the OBA. Look for SCBAs to be installed on your cutter in the near future.

Any questions concerning the SCBA can be addressed to CWO Chris Evans at (410) 762-6622.



TRIAL BY FIRE

A Coast Guardsman aboard the CGC Legare tests an SCBA during a fire drill March 3.

EVERYBODY JUMP

Personnel from the 91106 Marine Safety and Security Team perform morning calisthenics at Fort Wadsworth on Staten Island, N.Y.

PHOTO BY PA1 TOM SPERDUTO,
PADET NEW YORK

