

USCGC VENTUROUS

SHORE TIES



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THE ANTI-MIGRATION, HAITIAN VACATION

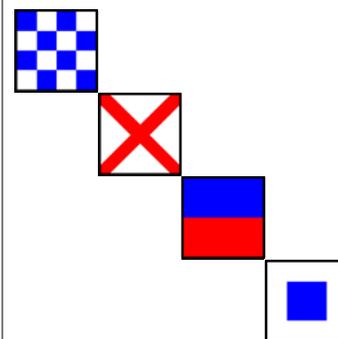
We return home after 47 days at sea in the Windward Passage and the north coast of Haiti as well as a small trip to Jamaica.

The mission of this patrol was to keep an overt (open to view) presence off the Haitian coast, and a lot of Haiti we did see.

The patrol started right away with HELO STAN just outside of St. Petersburg. Then two days later outside of Key West FL, we completed small boat use of force training.

Finally we were off to the north coast of Haiti.

VENTUROUS' first week or so was set in patrolling between Cap Haitian and Port de Paix.





Our small boat was used to conduct right of approach questions to the locals in the area.

VENTUROUS' first port visit was to our second home, Guantanamo Bay, Cuba.

While in GITMO the crew enjoyed time off with activities such as roller hockey, bowling, and a few softball games.

There was even a softball game played between the young (under 30) and the old (over 30) with the victory going to the old!

After GITMO it was back to our patrol off the north coast of Haiti.

Just before our Tradwinds Exercise in Jamaica, VENTUROUS pulled back into GITMO to enjoy a two day port call before the busy week. This time around the crew enjoyed a beach party put together by the First Class', where I believe the Captain and XO reined supreme once again in Cornhole Toss. Moral also put together a bowling party on the second day with free pizza for everyone.



After our GITMO port call we headed off to Tradewinds. During Tradewinds VENTUROUS worked with counties like Jamaica, Panama, Belize, Haiti, Bahamas, and Dominican Republic. VENTUROUS' crew members worked with the International Training Detachment (ITD) and assisted in drills such as mass casualty, SAR, drug interdiction, and shipboard boardings. It was long days spent in the hot sun, but the overall success of Tradewinds was positive.

After Tradewinds it was back to helicopter operations and Canal de Tortue transits off the north coast of Haiti. We had one more quick stop back in GITMO, then a short North Haiti visit, then it was off home! Or was it....



At this point I have to figure out if I need to stop writing the newsletter before we out chop or if its just the new VENTUROUS luck (or I can just blame OPS as that would be easier).

The day we were suppose to be leaving the op area, LTJG Sprenger located a Haitian sail freighter that was overloaded with suspected migrants.

VENTUROUS launched its small boats, while OPBAT (Operations Bahamas, Turks and Caicos) launched a helicopter in response.

Taking safety of life at sea in consideration, VENTUROUS tossed life jackets onto the boat even though they did refused our assistance. Boat crews tried to divert the vessel while VENTUROUS tried to block the wind. The OPBAT helicopter even tried a low hover technique to get them to stop.

In the end, VENTUROUS passed the case off to the DECISIVE 12 hours after the sail boat entered in Cuban waters.



"ANOTHER PATROL"

FOR SOME THE FIRST, FOR OTHERS THE LAST

BY: DAVID CLINGERSMITH

WAKING UP EVERY DAY
TO THE SALTY SEA AIR
AS WE TRAVELED ACROSS
POSIDENS CERULEAN LAIR
EXPLORING THE COAST OF AN ISLAND
PAVED IN GREEN
THE FOG COVERED MOUNTAINS
SET A BEAUTIFUL SCENE
A MAZE OF BUILDINGS
AND PASTEL HOMES
FRECKLED EACH VALLEY
WITH COLORFUL HONEYCOMBS
COASTAL CITIES
OVERLOOKING A VAST CANAL
ALWAYS FILLED WITH HANDMADE VESSELS OF SAIL
EACH DAY BROUGHT WITH IT
A NEW CHALLENGE TO TAME
EVERY OBSTACLE OF WHICH
THE CREW OVERCAME
NEARING THE END
WE SAY GOODBYE TO THOSE DEPARTING
WISHING THEM LUCK ON THE NEW VOYAGE THEY ARE STARTING
FOR THE REST OF THE CREW WHO WILL REMAIN ON BOARD
ENJOY A GREAT INPORT
AND I'LL SEE YOU NEXT TIME
THE VENTUROUS IS UNMOORED

HISTORY OF THE 210' CUTTER BY: OS2 BRANDON DEVORE

Ever since I arrived onboard VENTUROUS I have wondered about many things onboard. Why did they design the boat without stacks then later put them in, why did they build the 210 to begin with, what they hell does W stand for in WMEC, and is the captains porch actually called a mortar deck. . . .

Inspired by a few e-mails from previous crew members of the VENTUROUS, I decided I was going to research it and I found a lot of information that may answer many questions others have about the ship.

As we know (or may not) VENTUROUS is a Reliance Class cutter. Before the creation of the modern day Coast Guard, the Revenue Cutter Service designated their vessels into classes. Large ships and coastal cutters were referred to as "Vessels of the First Class," smaller coastal cutters and large tugs were "Vessels of the Second Class," and smaller tugs were "Vessels of the Third Class," and any other small boat or craft were called "Launches."

In 1915 when the Coast Guard was formed they only formed two classes, "Cruising Cutters" and "Launches." By 1925 the Coast Guard had adopted some newer platforms and created Cruising Cutters First and Second Class, which could be compared to today's High Endurance and Medium Endurance Cutters.

During this time the Coast Guard had built a few Patrol Boats and received a few destroyers from the Navy. These were simple "Coast Guard Patrol Boats" and "Coast Guard Destroyers." The CG Destroyers kept the same armament the navy had with a new paint scheme.

In 1942 the Coast Guard adopted the Navy's classification for ships. Since many of the Coast Guard ships during this time were prior navy vessels, it was hard to tell them apart. So the Navy had the Coast Guard designate all Coast Guard ships with two letter designations and the letter "W" to prefix it to differentiate the Coast Guard from the Navy ships. The W was an unused letter on the Navy's designation alphabet and was arbitrarily assigned to designate a "Coast Guard Cutter." It does not stand for any particular word. The Coast Guard also began assigning an exclusive hull number to each cutter.

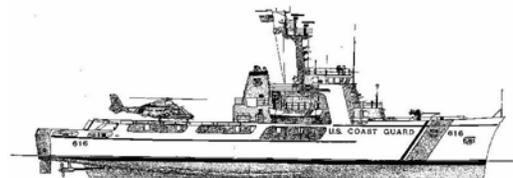
Now lets fast forward to the 1960s, to the medium endurance class era

The Reliance Class cutters were meant to replace the 165 ft cutters of the Prohibition Era and were the first replacement cutters since the 225 ft High Endurance Cutters of WWII. They were designed with an emphasis on search and rescue, with a large flight deck to land the large helicopters of the day and a 360 degree bridge wing.

Something some people do not know, is that there are two classes of 210 ft cutters. Class A and Class B.

The only difference between the two being a change that was made in the engine plant and the size of the pilothouse.

As for the stacks. The 210s were designed from the start to operate with helicopters and hence the focus on the cutter was as an aviation platform. These cutters were designed with exhaust vents built into the transom, thereby increasing the space available for a flight deck but conversely limiting interior space. This exhaust system proved to be problematic, however, and was removed from each cutter and replaced with a conventional stack during their renovations in the 1980s. The Coast Guard pioneered combined ship and helicopter operations during World War II and the 210s were the culmination of that experience. Much still had to be learned, however, and training, as well as dealing with the 210s' propensity to roll, played a large part in the cutters' early combined



In the picture to the right you can see the DILIGENCE with the exhaust in the transom. If you look hard on the VENTUROUS you can see where the exhaust vents have been welded over.

Note that there is no flight deck ladder. However the nets and deck railings did lower for flight operations.

It may be hard to see, but in the picture below of the DECISIVE, note the "grid deck," the ridged net under the helicopter. The rectangular grids acted as immediate wheel chocks, keeping the helicopter stationary while the flight deck crew secured the helicopter with tie down straps.



If you look closely, you can see the tie down crew waiting in the flight nets. They use to sit there and wait for the signal, then jump out, tie down the helicopter, and jump back in the nets. The Coast Guard experimented with a number of landing systems and methods during the mid-1960s and continued to refine day and night flight operations well into the 1970s

Now for everyone out there who may not know, there is a lot of debate as to what the area above the captain's cabin is called. As an OS it has been our responsibility to maintain it, and since I have been onboard I have called it the "Mortar Deck." However, many BMs and some officers insist it is called the "Captain's Porch".

Now, I don't know about everyone else, but a porch is something you go out and sit on. There is no easy way for the Captain to go out and sit on it, there are no lawn chairs out there, and there is no historical reference as to it ever being used by the Captain for anything (that I could find anyways).

So take note of the VENTUROUS' sister ship the RESOLUTE below. There are two rapid-fire 81mm mortar mounts. This is why it is called a "Mortar Deck."

Also, take note of the paint scheme. This was before the CG Racing Stripe was adopted in 1964 so the ships during this time was painted all white.

I know VENTUROUS is not in any of these pictures, however, I hope everyone has learned something new and think differently of VENTUROUS as you walk about her decks.



HOMEPORT GTMO, CUBA

("Sung" to the Eagles' hit "Hotel California")

By: CDR St. Pierre

On a hot April evening, fierce wind in our hair
 Strong aroma of chimichangas, wafting out through
 ship's air
 Off the bow in the moon glow, Love saw a flickering
 light
 BMC's breath grew heavy and his outlook dim
 There'll be lots of pipes tonight

There he stood in the doorway
 Demeanor, easy to tell
 His beauty sleep interrupted
 Chief Cream's angry as hell
 So AD lit up a candle, and YNC showed us the way
 The Chiefs were running down the corridor
 I thought I heard them say:

Welcome to our homeport, GTMO, Cuba
 Such a lovely place, beverage by the case
 Hope there's hospital space
 Plenty of fun at our homeport, GTMO, Cuba
 Any time of year, iguana's near and dear
 You can find us here

Our crew is certainly gifted; we've got a message to
 send
 We'll make the most out of GTMO, since there's no
 libo with our Jamaican friends
 Some folks head to O'Kelly's; and they work up a
 sweat
 Seeing the crew dance to Beyonce; a sight I'm trying
 hard to forget

So I called the Ombudsman
 Told her she is doing fine
 Informed her that our families; could be moving to the
 land of Arbor Mist wine
 Strangely she's no longer emailing; while I'm underway
 Guess our loved ones don't like GTMO
 But you'll still hear us say.....

Welcome to our homeport, GTMO, Cuba
 Such a lovely place, beverage by the case
 Hope there's hospital space
 Plenty of fun at our homeport, GTMO, Cuba
 Any time of year, iguana's near and dear
 You can find us here

Jerk Chicken on the menu
 12 ounce buddies on ice
 While Al Qaeda are prisoners here; this place is our only
 vice
 And in the bowling alley
 We eat our Pizza Hut Feast
 Update Facebook and chat on Skype
 Our good times will never cease

Last patrol for some of you;
 You may, be running for the door
 You're trying to bring your social life back
 To the level it was before
 But please hear me as the Captain
 When I speak of GTMO, I don't deceive
 You can check-out for awhile if you like
 But you can never leave

Welcome to our homeport, GTMO, Cuba
Such a lovely place, beverage by the case
Hope there's hospital space
Plenty of fun at our homeport, GTMO, Cuba
Any time of year, iguana's near and dear
You can find us here



I would like to thank all the families and friends of our VENTUROUS crew for sharing your loved ones with us for the last seven weeks. Your sacrifice is truly appreciated!

Please have a safe and enjoyable inport and for our shipmates transferring I wish you all the best as you begin your next adventure.

- CDR Ted St. Pierre



Meet a Shipmate

DC1 Prior



This patrol's Meet a Shipmate is also going to be titled Bon Voyage Shipmate. DC1 Prior will be transferring this summer. We wish him well at his new unit at ATG Norfolk.

So DC1, where are you originally from?

I was born and raised in Southeast Iowa. Grew up in a little town by the name of New London. Go Hawkeyes!

Do you leave anyone at the pier when you sail?

Physically? Yes. Emotionally? Never. I have my wife Desiree and two boys, Preston and Gavin.

When did you join the Coast Guard?

I reported to boot camp on 29Aug2000 India-158

Why did you decide to join the Coast Guard?

I decided to join when I was a freshman in High School I went out to see my brother graduate from Coast Guard boot camp and I was hooked.

What rate is your brother? Let me guess DC?

Yeah right. There is only room for one DC ego in our family. He is actually an FS and really good at what he does. He made Chief last year and is stationed at ATC in Mobile AL. I have spent my whole career trying to get to a point were I outrank him. He just keeps me one step behind. I guess that is good for me though. Good incentive to advance.

Why did you decide to become a DC?

After two horrible years on land as a Third Class Dental Tech I realized just how much I loved to sail and how fun it was to be a part of an Engineering department. When you are color blind that kind of only leaves one rate. I guess everything happens for a reason, huh?

So you were a HS before DC? (not sure if Dental Tech was a rate)

Nope, Definitely a Dental Tech. They did away with it right as I changed rates in 2004. You would do 2 years as a DT and then had to go full blown HS if you wanted to advance after that. It sucked. The best thing they ever did was combine it with the HS rate.

If you had to choose another rate in the Coast Guard to be, what would it be and why?

I would have to go with MK. It is an ENGINEERING rate and there is a lot to learn. Plus when you retire you're instantly qualified to open your own lawn mower/small engine repair shop! Just kidding to all the Machinery Killers out there. You know I love you all.

It's ok, we all know Operations are the best!

Yeah I like Operations. If I ever need to remind myself why I became an Engineer, I just head north to CIC! LOL. Really though, I couldn't be out here doing what I love if it weren't for every rate/person on this boat. Thank you to all of you who serve your rates proudly, and to the families who hold the fort down while we are gone. Your sacrifices do not go unnoticed.

How many cutters have you been on?

Resolute, Jarvis, Venturous. Underway is the ONLY way.

What was your most favorite memory of Venturous?

I have lots of them. I can say that they almost always start really early on the first day of a port call with one really good question. "What Does It All Mean"? The one that really sticks out for me though is watching the sun rise over GTMO after 24 hours of pure insanity and being able to actually remember it! Talk about a party. Who would have thought that JD came in a 2.5 gallon bottles? Who would have thought it would all get drank in one night?

Tell us something about yourself that no one knows.

I am terrified to death of being stationed at a land unit again. And I hate the way chalk feels in my hand.

That's odd, I cannot stand the way velvet feels in my hand!

Nice, I don't feel so weird now.

Just want to finish by saying thanks to everyone for the good times and great memories. You, as Sailors, are the true heart and sole of this unit and the Coast Guard as a whole. Good luck in all of your future endeavors SHIPMATES. **-DC1**





Venturous had the pleasure of having a lot of TAD guests aboard this patrol.

Welcome aboard!

LCDR Unruh—Airstation Detroit

LT Dukti—Airstation Detroit

LT Lehr—Airstation Detroit

LT Stechschulte—Airstation Detroit

AMT1 Wilson—Airstation Detroit

AET2 Elliot—Airstation Detroit

AET3 Posey—Airstation Detroit

CWO2 Martin—C2CEN

IT1 Fisher “Fish” - CAMSPAC

SN Repke—STA Houston

Julian Roberts—Creole Interpreter

**Observations on One Last (?) Windward Passage Patrol
(That small but bumpy bit of water between Cuba and Haiti)**

by LCDR Curtiss C. Potter

1. I'm not sure I've seen enough of the north coast of Haiti. I would love to come back for just one more look.
2. So, apparently, we can put people in the Navy Hospital in Gitmo without even thinking about playing sports. Who knew we'd end up with appendicitis, cranial lacerations, diverticulitis, torn ACLs, and severe gastroenteritis all while actually tied to North Wharf Bravo? Huh.
3. While it's never good to see a shipmate leave in the middle of a patrol, it's a wonderful thing when all the stars (and ferries and flights) align to send someone home for the birth of a baby or to care for an ailing family member going through an uncertain time.
4. I absolutely love the Engineer's ability to turn the phone hooch on the pier in Gitmo into party central. It's a short walk back to the ship and it's *almost* impossible for anyone to be injured.
5. Cornhole toss? Did someone say 34-0? Even underway with variable winds on the flight deck against teams who have been practicing for hours that record continues to grow.
6. Cribbage is making a comeback on the Mess Deck.
7. Funny how the XO's name came up #1 on the list of flight observers for the helicopter this patrol. He had such a good time, he finagled appendicitis and urgent surgery just to ensure he could have one more helo ride on his way back out to the ship.
8. I'm glad the sign that goes up when my door is closed still scares people. Some days, that's the only way I can finish OERs and enlisted marks.
9. Man, the fishing on the north coast of Haiti really stinks. I still don't believe COURAGEOUS caught the sail fish they say they caught.
10. Since when do four stripes on your shoulder outweigh three stars? Oh, that's right....NEVER! One would think 20 years in the Service would have taught that lesson at some point.
11. Port Royal, Jamaica is a terrible place to even think about a couple hours of liberty. I'm still irked we lost a port call day because of someone's pettiness.
12. I think I have enough photos of helicopters this patrol. Somehow I ended up with 291 of them.
13. It's amazing to witness the creativity, motivation, and enthusiasm a cutter's crew can employ to literally save an international maritime exercise. I'm pretty sure TRADEWINDS wouldn't have been even close to as successful if our crew hadn't performed the miracle (with no information provided for advance planning) they did.
14. So what's with long boring spells at sea and action that only occurs six hours before we are supposed to pull into a port call, shift TACON for a new interesting mission, or outchop to head home?
15. Who knew BMC Toungate was qualified to fly an F-16 fighter jet? And who knew that reaching for your coffee could send an F-16 into uncontrolled flight and a spectacular crash?



What Did You Learn This Patrol?

I learned that toilet paper on the bridge is actually called Nav Paper. - OS2 DeVore

I learned who Theodore Tugboat is. -BM2 Mackey

I learned to not drink and run! - SN Love

I learned that woman and OS3 Retamar both love the smell of ax body spray. "Double pits to chesty!" - ENS Bruns

I learned that sleeping in a 2 high makes for less bumps on the head. - OSC Burgos

I learned no one parties like an EM. - EMC Cream

I learned that dragons might exist. - BM2 Mackey

"They Might!"

I learned that there is no port call too short to be hurt in GITMO. - HS2 Bryce

I learned that Cheese wiz and crackers make for great morale! - OS3 Retamar

I learned that you throw your boots overboard on your last patrol. - BM3 Richey

Press Release



COAST GUARD CUTTER VENTUROUS RETURNS FROM A 47 DAY PATROL

ST. PETERSBURG - Coast Guard Cutter *Venturous* (WMEC-625) returned home today following a successful 47 day deployment that included participation in an international training exercise known as Tradewinds and the continuing effort to demonstrate US support for Haiti in the aftermath of the January earthquake.

The first day underway was full of training evolutions with an HH-65 Dolphin helicopter from Coast Guard Air Station Detroit, Mich. Crewmembers honed their skills at conducting in-flight refueling and cargo hoisting drills as part of the Coast Guard's required helicopter standardization training. This training proved extremely useful during the patrol as *Venturous* conducted 75 flight evolutions, often launching the helo with the purpose of locating potential migrant vessels along the north coast of Haiti as part of Task Force 44.7.7 and Operation Southeast Watch.

Tradewinds is an annual exercise sponsored by the US Southern Command that brings together many nations to focus on Maritime Interdiction Operations and Command and Control. Partner nations participating in the 26th annual Tradewinds exercise in Port Royal Jamaica included Bahamas, Belize, Dominican Republic, El Salvador, Grenada, Guatemala, Guyana, Haiti, Jamaica, Nicaragua, Panama, St. Kitts, and St. Vincent. *Venturous* crewmembers provided administrative and logistical assistance, acted as safety observers, and role-played detainees and drug traffickers for real world scenarios. *Venturous* anchored for the end of the final exercises and closing ceremonies, providing a backdrop for the activities and demonstrating continuing US support for international partnerships and collaboration.

The commanding officer of *Venturous*, Commander Ted St. Pierre, stated – "I am very proud of the crew of *Venturous* for displaying utmost professionalism and pride, while training alongside maritime experts from our partner nations. We worked hard and enjoyed the work we were doing. I look forward to the experiences of future patrols with this crew of talented men and women."

Coast Guard Cutter *Venturous* is a 210-foot Reliance class cutter, homeported in St. Petersburg, Florida. She has a crew of 85 officers and enlisted personnel. Typical missions include counter-drug operations, alien migrant interdiction, and fisheries enforcement. Although the crew thoroughly enjoyed visits to Guantanamo Bay, Cuba and Port Royal, Jamaica, each member is glad to be home today.

Tradewinds

During the patrol VENTUROUS spent 4 days in Jamaica participating in a joint agency, multi - country training venture that included Search and Rescue, Boardings, Use of Force, and mass casualty drills. Here are some pictures from the event.









HS2 Bryce attaches fake wounds to a Jamaican volunteer for the mass casualty drill during Tradewinds



CDR St Pierre and LTJG Gordon review the plan while attending the briefing at Tradewinds



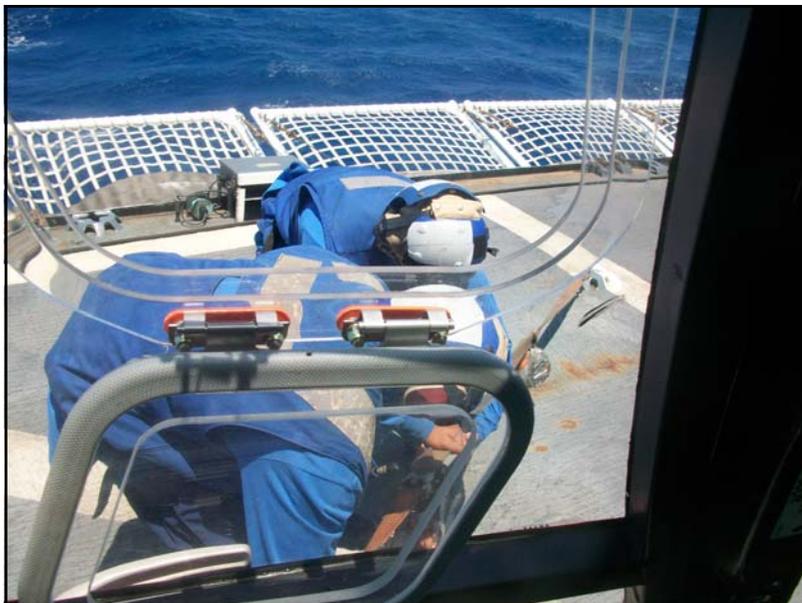


Helicopter Operations

VENTUROUS performed 75 helicopter evolutions this patrol. Here are some of the few pictures from our many helicopter evolutions this patrol.











Much of this patrol was spent conducting helicopter operations for training. Below is a crash on deck drill.



Various Patrol Pictures

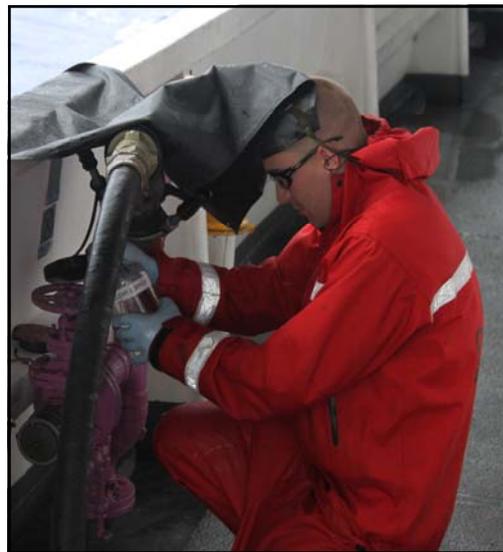


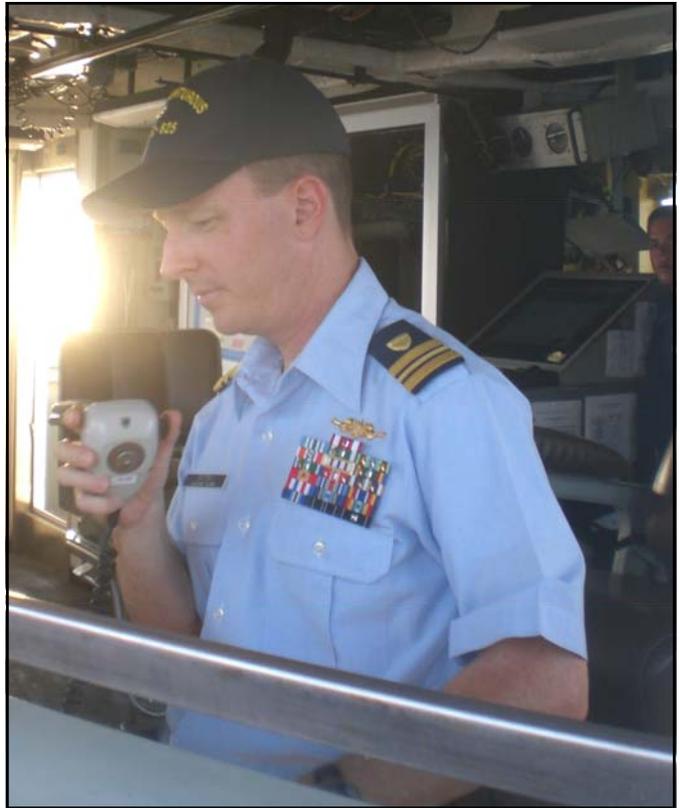
Doc! There is no crying in Bowling!





Its Dark Helmet !











The Captain and XO after witnessing the DC Olympics race each other to who could put on the FPGs the fastest. Not sure who won, because if you ask them....they each say they did.









EO... Gear Adrift sinks ships....





Turn this....

Into this...









The last day officially in the WWP oparea VENTUROUS encountered a Haitian sail freighter heading into Cuban waters. These are some of the pictures taken during that operation.





I would like to thank FS3 Zuniga, MK1 Hoffer, Lt Dukti, and the XO for all the pictures. I would also like to thank everyone who contributed to quotes and other articles. They make it possible for me to share our experiences with the family and friends of the VENTUROUS.

I personally would like to wish all of our shipmates that are departing this transfer season fair winds and calm seas, may your next duty station be as good as the VENTUROUS!

[-OS2 Brandon DeVore](#)

I wanted to inform the crew of the ship, past shipmates, and family to check out the VENTUROUS Facebook page. The page is ran by a former shipmate George Brietigam (85-86). I can tell you he has told me some great stories already and I am sure the Facebook page has plenty more.

[Click Here](#) for the link. For crew members: we will not be able to access the link on the WSIII and if you choose to access it at home, please remember OPSEC.

Thank you George for the photos.

