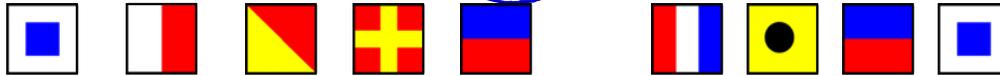


USCGC VENTUROUS

SHORE TIES



VOLUME IX OCTOBER—NOVEMBER 2010



JIATF SOUTH PATROL

1,135 hours. That equates to about 47 days away from home since we said goodbye to our loved ones, friends and family. The mission for this patrol was strictly counter narcotics, working with Joint Inter-Agency Task Force (JIATF) South.

VENTUROUS' crew knew it was going to be a busy patrol right from the start. The first two days were spent doing numerous helicopter evolutions to qualify members.

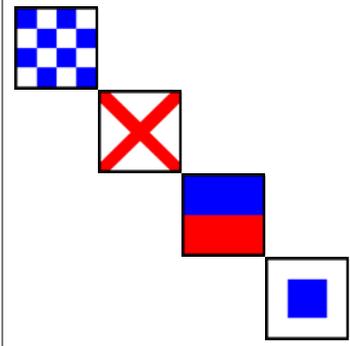
Once the qualifications were done, we made a quick stop in Key West for fuel and then we were off to the southern Caribbean in the search for drugs.

After only a few days in the Caribbean, it was clear the



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seas were not going to be friendly. Everyone was forced to get their sea legs quickly, or hang over the rail.

In surprising twist of fate, the VENTUROUS received an additional asset when CGC Dallas suffered dual engine casualties, a helicopter from the Coast Guard's elite Helicopter Interdiction Tactical Squadron or HITRON.

The one noticeable difference between this helicopter and others the ship has received in the past is this was armed with sniper rifles, machine guns, and a camera to help intercept, and immobilize go fast style vessels that refuse to stop lawfully .

Having a HITRON onboard greatly increased VENTUROUS' response and interdiction capabilities in the operations area.



Getting the HITRON from CGC DALLAS meant that we needed their helicopter supply kit (HSK). In something that I am sure few have previously witnessed, the VENTUROUS and DALLAS matched course and speed, and the HITRON did about 12 "hops" back and forth from each flight deck carrying the HSK, supplies, ammunition, and the aviation detachment (AVDET). Once the HITRON was onboard VENTUROUS was ready to go find drugs...almost.



Getting the HITRON was only the first hurdle. VENTUROUS had not had a HITRON onboard in many years, so that meant more exercises to certify the ship to conduct airborne use of force (AUF).

Good training throughout the next three days lead to a fully qualified ship, small boat, HITRON crew, and as a bonus much of the flight deck personnel. Now we really were ready to get some drugs!

But as ready as we were, the stars just never seemed to align. A lot of water was seen throughout the next few days, and a lot of flight ops was conducted, but unfortunately there wasn't a lot of drugs.

Ready for a break, the cutter headed to its first port call, Bocas del Toro, Panama. In Bocas, the crew enjoyed zip line tours of the rainforest, restaurants, hotels and great Caribbean beaches.



After a few days in Bocas it was time to get back underway. We conducted a few boarding's and participated in operations with both the Nicaraguans and the Columbians. We even had a shipmate spend a few days onboard a Columbian Navy vessel, and we gained a new Columbian shipmate.

Although at sea for the better part of 47 days, and well equipped to stop drug runners, the opportunity to put our training into action never presented itself.

However, VENTUROUS' crew did get the opportunity to enjoy another port call in Bocas del Toro, and two days in Key West, FL.



Visit aboard the A.R.C. Cartagena de Indias

By ET2 Shawn Orr

So there I was, working diligently in the ET shop when the call came in. OPS needs ET2 in CIC ASAP. “Roger that”. As I enter I see OPS, ET1, and EM2 Pena. At 1st sight I figure they need another interpreter, then OPS hits me with the “would you like to go stay on a Colombian Navy ship for a few days?”, Sure” I say, “When?”, “In 1 hour” So a quick packing of the sea bag, an even quicker tight fade from YN1 and a new cover later I’m bouncing on the small boat headed to a Colombian Navy ship.

Hello Shipmates,

As you may know, I spent the greater part of a week aboard the Colombian Navy ship, A.R.C. Cartagena de Indias. It is a Colombian flagged Navy support ship sold to them by the Germans sometime in the 90’s. Colombia commissioned it in 1997 and has had it since. The most interesting story of its origin that I heard was that it was a WWII German vessel. Which could be true, I saw many German plaques and labels throughout the ship. Heck of a trip across the Atlantic in a WWII ship if you ask me. I tried to imagine what the boat was like full of Germans in WWII. I picture sweaty Germans drinking black coffee with cigarettes hanging from their lips that have become wet from their constantly sweaty fingers and face, all crowded in a room arguing. I must have seen it in a movie once. Although for its old age, the vessel was in good shape. The ward room was at least twice the size of our own, as was the mess deck, the gym, the Chiefs mess, the P-ways, and their ships store. Which I’d like to point out opened everyday and one day it opened twice!

A few facts about the Buque A.R.C. Cartagena de Indias.

- It is of the Lunenburg class.
- Length: 104.15m or 341’ and 8.39”
- Beam: 13.20m or 43’ and 3.86”
- Max speed: 16kts
- Armament: two 40mm cannons; two twin 40mm 70 cal
- Buque = Military boat. When asked what the difference between a Buque and a Fragata was I was told the latter has missiles.
- Puente = Bridge. Theirs was air conditioned I might add.
- Rancho = Berthing. No heads in the berthing areas. Had to walk down the P-way like in a dorm. Racks were about the same size but no storage underneath. So they were sunken in a bit and I could almost sit up in the middle rack without hitting my head.
- Their next watch notification was a series of whistles 15min prior to watch relief...and it did not matter what time it was. 0345 that pipe was going off. Scared me into next week thinking there was an alarm the 1st night
- Sub Ofical = Petty Officer

Many of you have asked me questions like, “what was the work day like?”, “what did you do?”, “what was the food like?” Well, the work day started like this. Reveille was a 0700, but it wasn’t a pipe like ours. It was a generic pass down. Their pipe stated the date, GPS location, closest land and bearing, and current mission. They worked until 1130, had lunch break until 1330 if near coastal waters, and 1400 if in open Ocean. The food was traditional South/Central American food. Every lunch and dinner had rice, soup, some veggies or salad, and some type of meat. Breakfast was the only odd meal to me. One day it was sausage and an apple, another day it was a breakfast sandwich with some very peculiar cheese substance...must be an acquired taste. I spent most of my days visiting the bridge, talking to guests in the chief’s mess, and translating for various people. Everyone I talked to was extremely nice, but some of the crew were a little stand-off-ish. They would walk by the room, look in, and then keep going. Not sure if they were intimidated because I was representing the US Coast Guard, or if I was the only blonde American they had ever seen speak Spanish. There was one chief who every time he saw me, he would say “Entonce Chon”. Chon being the way he pronounced my name and entonce being his greeting, meaning “now what”, or “and then”.

I spent about 2 hours one day with the CO and OPS as they gave a presentation with videos and slides of work the vessel has done over the past year and a half. They transported over 1300 soldiers at once. They said they were packed throughout the boat, inside and out. I can imagine so. I was shown info about their Navy and Coast Guard and found out that their Coast Guard works mostly on the Rivers patrolling because the massive amount of rivers they have that cross into bordering countries. Also found out that in 2003 the USCG transferred the 210’ WMEC Durable to the Colombian government. It was a really interesting video to say the least and the amount of info I was privy to was eye opening.

All in all it was an interesting experience. The food was different, the coffee was incredible and the people were nice, not cannibals as many of you have suggested. Certainly something I will remember for a long time to come.

Until next time,

Entonce Chon.



Underwood's Last Port of Call

By: OS3 Craig Underwood

*Every white ship comes to port.
Every sailor's heart does sort
Shall this be my last
Or shall I rig up one more mast*

*It's every one's choice
We each must have a voice
Some shall stay some shall go
But freedom beckons my heart so*

*It was fun to sail with friends
I will miss the good times some think will end
But I know my road goes on from here
My heart a rudder that cannot steer*

*So good bye to friends I know
I'll keep our memories crisp as snow
And someday tell the tale
How I once set the sail.*

Venturous had the pleasure of having the AVDET from CG 6597 onboard for much of the patrol. We would like to thank them for all the training, flight quarters and operations they did for us. We would also like to thank them for becoming a part of the crew.

"Reaper 97"

LCDR Holmes

LCDR Strickland

AMT1 Irsik

AMT2 Cook

AET2 Montez

AMT2 Pittman

AMT3 Lowrimore





Bocas Zipline Adventure



Pumpkin Carving Contest

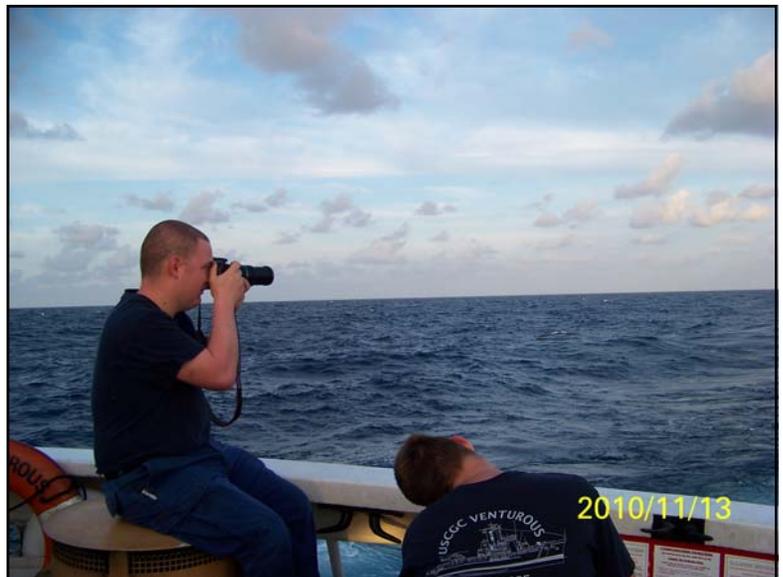
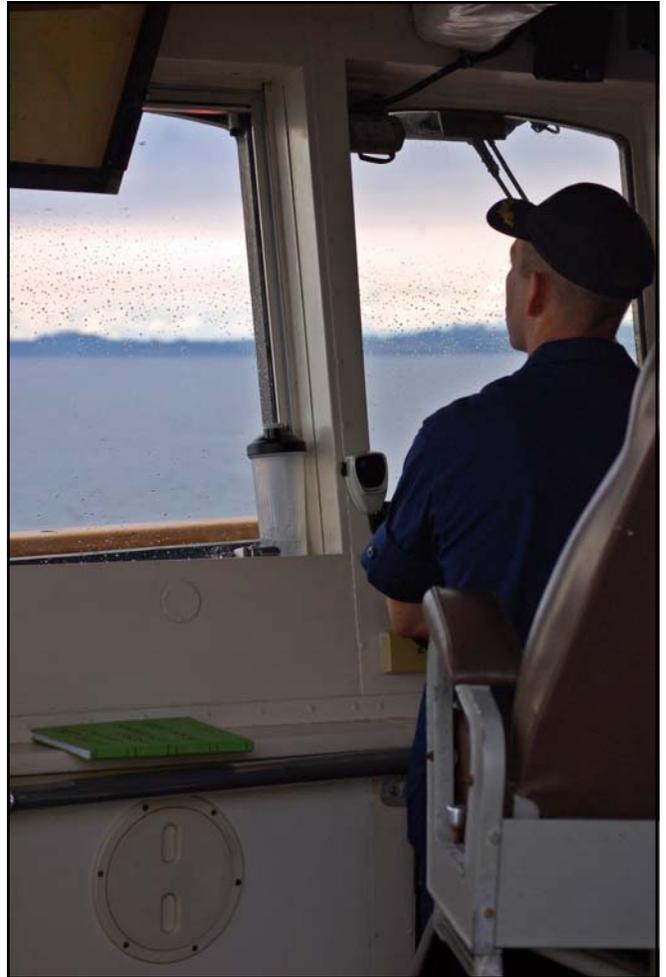
The crew got to show off their creativity in a pumpkin carving contest. Each department had an entry.



Various Patrol Pictures

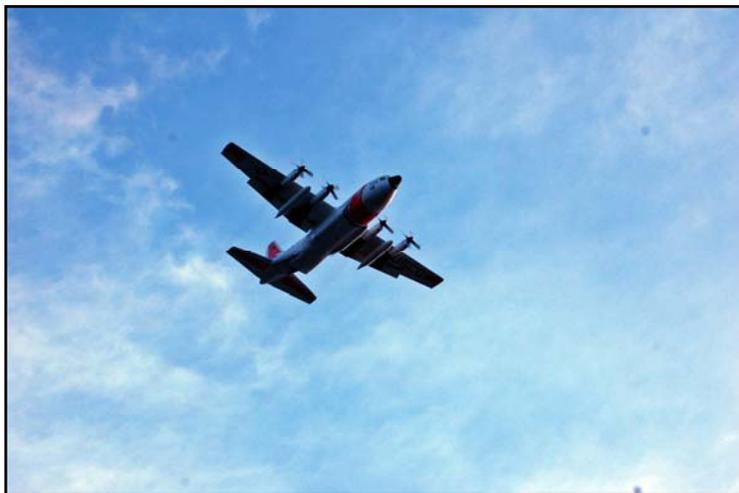






Air Drop

When you need parts at sea...



Now if you just happened to be on the bridge during the air drop not only did you get to witness the dropping of the part, but also the humor behind watching the XO try to chase it once it hit the water. The chute caught the wind, and caused the box to make about 6kts through the water. The XO was getting very frustrated with trying to get it, I believe he ALMOST set the Go Fast response bill.







Now I cannot tell if the XO is genuinely scared here, or if its just the anticipation...





Until Next Patrol.....

