

Coast Guard

Shield of Freedom



March
2004

THE RACE IS ON

The Coast Guard
enters the world
of NASCAR.



Drug busts



White House



Top gun

Heroes

The world's best Coast Guard

ABBIE BURGESS

Abbie Burgess was assistant light keeper at Matinicus Rock Light from 1854 to 1872, and at Whitehead Light Station until 1890. She stood watch through the hardships and discomforts at the desolate Maine islands for 37 of her 52 years.

Her career began with her father's appointment as keeper of Matinicus Rock Light in 1853. Abbie, her parents, her brother Benjy and three younger sisters moved out to the isolated and rocky island known as Matinicus Rock. Having grown up in nearby Rockland, the move presented a major change in their lives.

Abbie's brother Benjy was frequently off on fish-

ing trips, so it fell to Abbie to learn how to tend and operate the lights. Soon she became proficient enough to act as her father's assistant keeper.

Occasionally Capt. Burgess had to go to Matinicus Island, the nearest human habitation, for supplies, such as medicine for his sick wife, food for the family, consumable stores for the lights and feed for the chickens. Burgess was comfortable leaving Abbie behind to handle the lights during the night or two while he was gone.

She was a big strong girl, as capable as any man at filling the lanterns, trimming the wicks, and cleaning the lenses of the lights in the two separate towers, and she didn't mind the responsibility.

In 1856, just after Captain Burgess had begun a trip, one of the largest storms of the 19th Century hit Matinicus Rock Light. Abbie moved her mother and sisters into one of the towers as the island was flooded by gigantic waves. Once, she rushed out into the flood to rescue the family's hens, then hurried back to the tower only moments before an enormous wave swept over the island, destroying the keeper's quarters.

For nearly a month, the weather kept Abbie's father away. For Abbie, the time dragged on as the wind and waves battered the wooden structures without relief. Nevertheless, in addition to attending to her three sisters and her sick mother, Abbie made the long climb up the steep tower stairs to light the lights every day.

The storm eventually subsided, and Abbie continued to help her father with the light until he lost his position in 1860. She stayed on to help the new keeper, and fell in love with his son, Isaac Grant.

When Grant became keeper, Abbie was officially listed as his assistant, and received \$440 a year for her services.

In 1872, they were transferred to Whitehead Light Station. They served together as keepers until their retirement in 1890. Story and image courtesy of the Historian's Office



Coast Guard

U.S. Department of Homeland Security



March 2004

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



ON THE COVER

The Coast Guard sponsored #44 car, which Justin Labonte will drive in NASCAR's Busch Series.

Illustration by

PA2 Joe Patton, G-IPA

Photo by

Lt. Ron Mench, G-IPA



Homeland Security



UP FRONT



UP FRONT

A WILD RIDE

A Coast Guard motor lifeboat from Station Yaquina Bay in Newport, Ore., pounds through treacherous surf during training.

PHOTO BY PH2 ELI MEDELLIN,
NAVY FLEET IMAGERY, EVERETT, WASH.

UP FRONT

HELP FROM ABOVE

A Jayhawk helicopter crew from Air Station Sitka, Alaska, conducts vertical replenishment training with the crew of the CGC Maple in Southeast Alaska's Western Channel. The crew is lowering a heavy emergency oil containment system to the cutter's buoy deck.

Photo by Ensign Lisa Aguirre, Air Station Sitka









UP FRONT

GUARDING A QUEEN

Ensign Kent Reinhold, of GANTSEC, conducts a security patrol around the Queen Mary II, the world's newest and largest ocean liner, near St. Thomas during the vessel's first visit to the United States Jan. 24.

PHOTO BY BM3 HECTOR QUINONES,
STATION SAN JUAN, PUERTO RICO





UP FRONT

IN A HOLE

BM2 Tracy Pogue stands watch while members of LEDET 203 search a cargo hold aboard a fishing boat in the North Arabian Sea. The LEDET is assisting coalition forces as part of the global war on terrorism.

PHOTO BY PA2 MATTHEW BELSON,
PADET NEW YORK

Bush, Ridge speak in Charleston

USCG provides security, presence while leaders address nation

CHARLESTON, S.C., Feb. 5 — President George W. Bush and Homeland Security Secretary Tom Ridge addressed the nation from the Port of Charleston, discussing port security, Operation Iraqi Freedom and the war on terrorism.

The CGC *Reliance*, homeported in Portsmouth, N.H., provided security, as well as a backdrop for the president as he spoke.

The crew of the CGC *Yellowfin*, an 87-foot patrol boat from Charleston also provided waterside security along with small boats

from Station Charleston and other local, state and federal agencies.

After greeting the crowd of about 2,000 people and thanking Governor Mark Sanford, congressmen, the mayor, Captain of the Port Cmdr. Gary Merrick and Capt. Jim Tunstall, commanding officer of Group Charleston, the president talked about how America is rising to meet great challenges.

Some of the challenges he mentioned were creating a pro-growth environment and fighting and winning the war on terror.

analyzes cargo manifest information, and focuses front-line inspection on high-risk shipments.

“We’re looking at things differently now in America,” said Bush. “We’re adjusting our strategies to better protect the American people.”

Just before stepping into the crowd and shaking hands with supporters, he said that because of “the unselfish dedication of Americans in uniform, people in our own country and in lands far away can live in freedom,” and know the peace that freedom brings.

Bush also said, “Americans have been given great responsibilities, and those responsibilities have come to the right country. By our actions we have shown what kind of nation we are: good and just and generous people. We don’t shrink from any challenge. We’re rising to the call of history. Now and in the future, this great land will lead the cause of freedom and peace.”

Story and photos by PA2 Dana Warr, PADET Jacksonville, Fla.

The president stated that Americans have a solemn duty to protect our homeland, including the seaports of America. He mentioned the National Targeting Center in Northern Virginia which



Homeland Security Secretary Tom Ridge introduces President George W. Bush to about 2,000 people, including personnel from the Coast Guard and other Armed Forces, Citadel Cadets, U.S. Border Patrol and many others from the Charleston area.



Capt. James Tunstall, commanding officer of Group Charleston, and Cmdr. Gary Merrick, commanding officer of MSO Charleston and captain of the port, brief Bush on port security issues.

Adm. Thomas H. Collins

Commandant

Vice Adm Thomas J. Barrett

Vice Commandant

Capt. Joel Whitehead

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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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CWO helps thousands understand TRICARE

WASHINGTON, D.C., Jan. 28 — CWO3 Michael Brzezicki and Air Force Chief Master Sgt. Billy "Mac" Sanders received the "Heroes of TRICARE Award" for their outreach efforts at the Department of Defense Health Services Region Four Lead Agent Office at Keesler Air Force Base, Miss.

Brzezicki and Sanders delivered 215 briefs to more than 17,000 active duty, reserve component, retirees and family members and logged more than 90,000 miles during their outreach efforts.

They personally briefed, authored and conducted training programs for newly assigned Naval Reserve commanding officers and senior enlisted advisors.

The effectiveness of this program prompted the Naval Reserve Command to adopt the program for its preparation of leaders on health care issues.

In addition, TRICARE Management Activity adopted their regional training approach for their Next Generation Training.

It is difficult to measure the full impact Brzezicki and Sanders have throughout Region Four.

There are indications, however, that their outreach efforts have improved customer understanding and satisfaction, such as a thank you letter that noted that they "communicated everything in simple terms and always went after the relevant

topics for military members seeking TRICARE services."

In another, "The knowledge and education that they provided to the diverse audience was invaluable and will allow beneficiaries to make a more educated decision on the TRICARE plan that they chose for their families." After one year of conducting this outreach, the Region Four Lead Agent Office had a 60 percent decrease in beneficiary complaints.

Their training outreach programs proved extremely valuable during the activation and deactivation of National Guard and Reserve units during Operation Iraqi Freedom.

Brzezicki and Sanders scheduled and conducted more than 50 health care briefings to activated reserve component units and thousands of beneficiaries.

They ensured the new active duty members and families understood their medical/dental benefits and enrollment procedures.

DOD Health Services Region IV Lead Agent Office



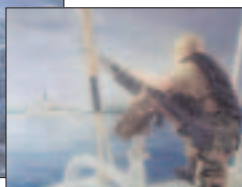
CWO3 Michael Brzezicki

WEBHOT!



<http://www.uscg.mil/art>

The Coast Guard Art Program uses fine art as an outreach tool for educating diverse audiences about the Coast Guard. Through public displays at museums, galleries, libraries, and patriotic



events,
C o a s t
G u a r d



art tells the story of the service's missions, heroes, and history. Coast Guard artists are volunteer, professional artists who donate their time and talents to help COGAP tell the story of the Coast Guard.

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



Breaking free

SAULT SAINT MARIE, Mich., Jan. 16 — The CGC Katmai Bay frees the Cason J. Calloway, a 767-foot iron ore carrier, from the ice in Saint Mary's River. The vessel was trapped for 36 hours in an area of the river known as the "Rock Cut," before being rescued by the cutters Katmai Bay and Mackinaw.
 PHOTO BY OS2 CHRIS MARTTUCCI, VTS ST. MARY'S RIVER

Around the world, around the clock

A hiker who became stranded by an incoming tide south of Lapush, Wash., was rescued by the Coast Guard Feb. 15.

A helicopter crew from Air Station Detroit lifted six people to safety Feb. 5, after they were stranded on the ice near Catawba Island, Ohio.

Two boats from Coast Guard Station Ocean City and the tug Titian America were able to hold and prevent the two barges from hitting the rocks of a jetty near Ocean City, Md., Feb. 7.

The crew of the CGC Munro worked with the Colombian government, seizing 4,300 pounds of cocaine and detaining eight men from the fishing vessel Candy 1 Dec. 22.



Coast Guard units in North Carolina responded to a spill reported Feb. 24 in the Atlantic Intracoastal Waterway.

The Coast Guard responded to a 22,000-gallon fuel-oil spill in the lower Mississippi River near Norco, La., Feb. 20.

Boat and helicopter crews from Air Station Borinquen and Station San Juan rescued two people from a powerboat that sank 16 miles north of San Juan, Puerto Rico, Feb. 19.

FY '04
By the numbers
 compiled Feb. 6

LIVES SAVED: 1,934
 Marijuana: 11,577 pounds
 Cocaine: 73,323 pounds
 Migrants: 3,589

Station Cape Disappointment crew shows support for outstanding Auxiliarist

CAPE DISAPPOINTMENT, Wash., Jan. 12 — U.S. Coast Guard and Auxiliary personnel at Station Cape Disappointment have done everything in their power this fall and winter to help a locally famous volunteer.

Ralph Gilbert, a member of Coast Guard Auxiliary Flotilla No. 62, has been a part of the Cape Disappointment family for more than 12 years and has successfully executed more than 860 search and rescue cases aboard his vessel Bay Mist.

Gilbert also dedicated numerous hours to communication watch standing throughout his many years of service. During this time, he has mentored countless new Coast Guard members in navigation skills, communication watch standing skills and the importance of being a member of the Coast Guard.

Gilbert was recently diagnosed with cancer, and the men and women of Station Cape Disappointment have dedicated some of their time off to

help repay their friend by aiding in his time of need.

They have organized fundraising events to help with medical costs, spent time taking Ralph to his medical appointments, paid friendly visits and helped him with chores around the house.

A small group presented the ailing Gilbert with an Auxiliary Meritorious Service Award, along with letters of thanks from an impressive array of leaders.

But the crew at Cape Disappointment wanted to show their complete admiration for this man's accomplishments. Without his knowledge, many of the crew went to his home and stood in ranks in his backyard.

Auxiliarist Larry Kellis said, "The members that were standing in Ralph's backyard that day to pay him homage have laid claim to many great days in the Coast Guard, but

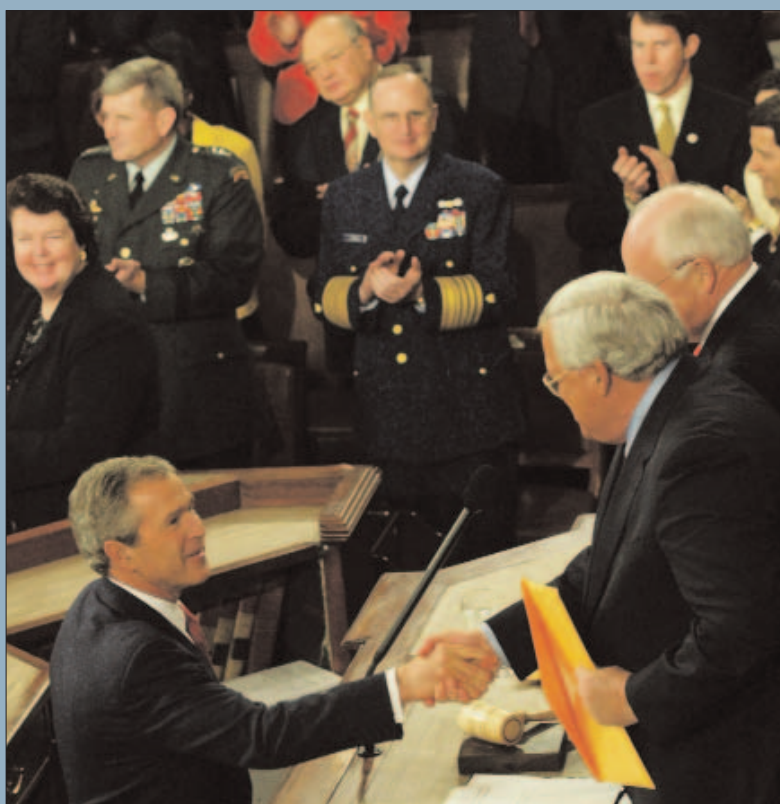


Auxiliarist Ralph Gilbert receives a hug from wife Patti and warm applause from Lt. Richard Burke, Station Cape Disappointment's commanding officer, at a recent thank-you ceremony held in his honor.

they will all tell you that was their best day."

The Auxiliary is a volunteer group in which members contribute their time, boats and other resources to helping the Coast Guard.

Story courtesy of The Chinook Observer



State of the Union

WASHINGTON, D.C. — President George W. Bush shakes hands with House of Representatives Speaker Dennis Hastert and delivers copies of his State of the Union address to him and Vice President Dick Cheney Jan. 20, while Coast Guard Commandant Thomas H. Collins applauds.

Reuters

Virginia cutters nab go-fast smugglers, seize 20,000 pounds of cocaine



LT. TONY RUSSELL, 7TH DIST.

Above — A member of CGC Northland's crew turns a suspected smuggler over to a Customs and Border Patrol officer Jan. 23. *Right* — A go-fast carrying more than 2,500 pounds of cocaine tries to outrun the CGC Tampa Jan. 27.

MIAMI, Feb. 16 — Since Jan. 20, almost 20,000 pounds of drugs have been captured by various Portsmouth, Va., based Coast Guard cutters working under the Joint Interagency Task Force South, in Key West, Fla., and the 7th District Command Center located here.

The 270-foot CGC Tampa arrived at Integrated Support Command Miami today to offload 1,340 pounds of cocaine, which Tampa's crew seized from a smuggling attempt Jan. 27.

Tampa's embarked HH-65 Dolphin helicopter spotted a go-fast vessel heading north in the Caribbean at speeds of about 35 mph. The Dolphin was soon

accompanied by a UH-60 Seahawk helicopter deployed from the Navy vessel USS McClusky.

As the chase ensued, the crew of the go-fast jettisoned approximately 50 bales of contraband into the ocean while fleeing south. The British Royal Fleet Auxiliary vessel, Wave Knight, with an embarked Coast Guard law enforcement team, was diverted to recover the jettisoned bales.

The pursuit forced the go-fast into Colombian waters, where Colombian navy aircraft and vessels attempted to locate the fleeing go-fast, but without success.

Twenty-six bales of cocaine, weighing approximately 50 pounds each, were picked up by RFA Wave Knight, and transferred to Tampa. About another 1,200 pounds of contraband are believed to have been lost at sea.

This is the fourth smuggling attempt thwarted by the crew of Tampa since October, tallying up a total of approximately 13,000 pounds seized or destroyed at sea.

The 270-foot medium-endurance cutters Bear, Forward and Northland have thwarted four other separate smuggling attempts.

The CGC Bear made two seizures Jan. 23 and 24, nabbing seven suspects and approximately 5,600 pounds of cocaine.

The CGC Northland and the CGC Forward, working with Immigration and Customs Enforcement, stopped two smuggling attempts Jan. 23, taking eight suspected smugglers, 5,600 pounds of marijuana and 100 pounds of hash into custody between Great Inagua Island, Bahamas, and Cuba.

This string of successful seizures began with CGC Tampa's disruption of a smuggling attempt by a go-fast carrying more than 60 bales of contraband weighing an estimated 3,000 pounds, Jan. 21.

Story by 7th Dist. Public Affairs



COAST GUARD PHOTO



LT. TONY RUSSELL, 7TH DIST.

The crew of the CGC Northland, a 270-foot cutter based in Portsmouth, Va., unload bales of contraband taken from a smuggling attempt Jan. 23.

Joshua James Keeper Award presented for first time

HULL, Mass., Nov. 20 — Thirty-seven years ago, when BMCM John “Jack” Downey first joined the Coast Guard, he went straight to the CGC Casco in Boston and reluctantly went about his business despite being cold and frustrated with his new situation.

A chief boatswain’s mate aboard the Casco took notice of Downey’s “whining,” and assertively informed him that this wasn’t supposed to be easy and that he would get used to it after a while.

Not only did Downey get used to life in the Coast Guard, but he went on to become a pillar in the small boat community and a dedicated leader and role model to countless Coast Guardsmen.

His accomplishment of achieving the most longevity as an officer-in-charge of boat force units, as well as outstanding performance in Coast Guard operations, earned him the title as the first ever recipient of the Joshua James Keeper Award.

Established on Jan. 23, 2003, the award is named after Capt. Joshua James, who saved 626 lives and is the most celebrated lifesaver in Coast Guard history.

Thomas H. Collins, commandant of the Coast Guard, presented the award during a Nov. 20, 2003, ceremony at Coast Guard Station Point Allerton in Hull, Mass.

“It’s important for us as an organization to recognize the performance of our boat people. And it is also important to recognize our core competency areas, and boat forces certainly fit that bill,” said Collins.

“Our boat forces have capably, very honorably and, in many instances, heroically served our nation, done so for over 213 years, and are even more relevant today than they ever were before,” he said.

Downey, a master chief boatswain’s mate and currently the lead instructor for the Command and Operations School at the Leadership Development Center at the Coast Guard Academy in New London, Conn., credited his wife, Judith, his five children and other family members who have lent him their utmost support over the years for his success.

He also acknowledged the professionalism of the people he has worked with over time for shaping his achievements.

“Joshua James himself would say to you that the people that are rowing the boat are the people who make it go. Someone needs to steer it, but the power to steer lies amongst the crew, the people doing the job,” said Downey.

Downey has held the title of officer-in-charge of a boat force for more than 17 cumulative years and has served in the small boat community for more than 20 years.

“He just thrives on being a men-



Adm. Thomas H. Collins, commandant of the Coast Guard, presents BMCM Jack Downey with the first Joshua James Keeper Award at Station Point Allerton, Mass., Nov. 20, 2003.

tor. He’s had a very good career and enjoys what he does very much. He has a lot of character, is very honest and is a very hard worker,” said Judith.

The oldest of Downey’s five children, Jennifer Sanford, said he took his various jobs very seriously. “We all learned that hard work pays off. I think we got our work ethic from him,” said Samford.

Downey plans on retiring after his upcoming tour as the officer-in-charge of the CGC Hammerhead, homeported in Woods Hole, Mass.

Judith, who said her husband works “24-hours a day, seven days a week,” doesn’t foresee him sitting still.

Downey said he still looks forward to going to work every day. “It’s really not a job for me,” he said. “I would probably do it for free.”

Story and photo by PA1 Lauren Smith, 1st Dist.



The Acushnet, pictured above from an earlier point in its career, is credited with handling the Alaskan environment better than most other cutters.

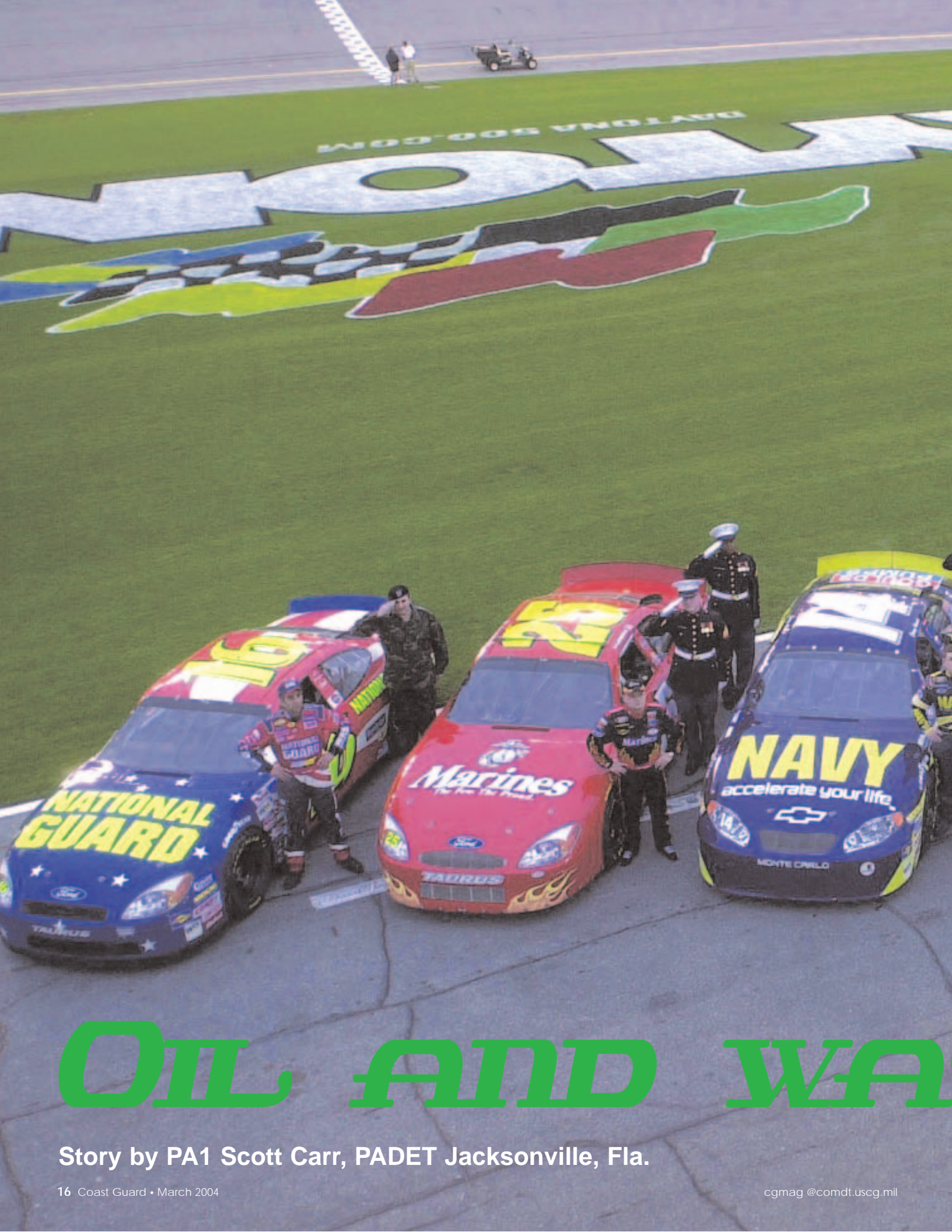
CGC Acushnet celebrates 60th year

KETCHIKAN, Alaska, Feb. 5 — The CGC Acushnet celebrated its 60th birthday today.

Acushnet was originally commissioned as the salvage ship USS Shackle for the Navy Feb. 5, 1944. On Aug. 23, 1946, Acushnet was commissioned as a Diver Class cutter in the Coast Guard. The Acushnet is designated as a tug, an

oceanographic vessel and as a medium endurance cutter. It is the second Coast Guard cutter to bear the name Acushnet and is the second oldest medium endurance cutter still in operation, the oldest being the Storis (with 61 years of service) in Kodiak, Alaska.

Story by PAC Roger Wetherell, 17th Dist.



OIL AND WAR

Story by PA1 Scott Carr, PADET Jacksonville, Fla.

FAST WHEELS

The service-sponsored race cars and their drivers at Daytona International Speedway.



STER DO MIX

Punch it and turn left has long been a joke among non-NASCAR fans about the simplicity of one of the fastest growing sports in America today. But the fact remains, to get into victory lane takes teamwork, training, skill and a little luck.

All of these attributes can be seen daily during any Coast Guard mission. So when the Coast Guard decided to dive headfirst into the racing world as the sponsor of the Team Coast Guard / Labonte Motorsports, "Shield of Freedom" #44 Busch Series car, it was a perfect fit.

The Coast Guard may have been the last military service to sponsor a race car but it is easy to argue that the service's partnership with the Labonte family brings with it the greatest name recognition of all the service-sponsored cars. Justin Labonte, the driver of the #44 car, is the son of two-time NEXTEL Cup Series champion

Terry Labonte and the nephew of Bobby Labonte, NEXTEL Cup Series champion in 2000.

Sponsorship of Justin and the Shield of Freedom #44, currently a one-year deal for 15 races, was announced by Adm. Thomas H. Collins, Coast Guard commandant, in December.

Collins said, "This partnership offers a unique opportunity to showcase the Coast Guard and tell our story to an unprecedented national audience of potential recruits and those that influence them. Most interesting is the growing diversity of the NASCAR fan base. This partnership will provide the Coast Guard with a valuable vehicle, no pun intended, to target and market our recruiting efforts. At the same time, we will showcase our missions as well as the value that Coast Guard men and women bring to the American people.

In addition to the obvious adver-

tising and recruiting benefit received by the Coast Guard, all the Labontes will serve as national spokesmen for the Coast Guard's "You're in Command" boating safety awareness initiative.. "My brother, Bobby, and my son, Justin, and I are all avid outdoorsmen," said Terry Labonte. "When we're not racing, you can often find us hunting or fishing. As outdoorsmen and professional racecar drivers, we understand the importance of doing what we need to do to make ourselves as safe as possible. Too many people are dying or getting injured in boating accidents because they didn't take simple safety precautions. I wouldn't dream of going out in my car without a helmet, fireproof suit and HANS device. Likewise, I wouldn't set foot on a boat without wearing a life jacket."

As young boys, Terry and brother Bobby often watched Coast Guard helicopters fly around

continued on page 21



FIRE THEM UP
MKC Greg Cannatelli, engineering officer aboard the CGC Tarpon, shows Justin Labonte how to light off the 1,500 horsepower MTU 398 engines aboard the Tarpon in Charleston, S.C., Jan. 20.

PA1 SCOTT CARR, PADET, JACKSONVILLE, FLA.

Justin Labonte



Justin Labonte
#44

TEAM COAST GUARD RACING
 LABONTE MOTORSPORTS
 "SHIELD OF FREEDOM" #44 DODGE

U.S. COAST GUARD

2004 Busch Race Schedule

02/14/04	Hershey's Kisses 300 - Daytona International Speedway
02/21/04	Rockingham 200 - North Carolina Speedway
03/06/04	Sam's Town 300 - Las Vegas Motor Speedway
03/20/04	Diamond Hill Plywood Co. 200 - Darlington Raceway
03/27/04	TBD - Bristol Motor Speedway
04/03/04	<i>04/03/04</i> - Texas Motor Speedway
04/10/04	Pepsi 300 - Nashville Superspeedway
04/24/04	Aaron's 312 - Talladega Superspeedway
05/01/04	<i>05/01/04</i> - California Speedway
05/08/04	TBD - Gateway International Raceway
05/15/04	<i>05/15/04</i> - Richmond International Raceway
05/23/04	Coucks Pumps ITT Industries 200 - Nazareth Speedway
05/29/04	Carquest Auto Parts 300 - Lowe's Motor Speedway
05/31/04	<i>05/31/04</i> - Dover International Speedway
06/12/04	Federated Auto Parts 300 - Nashville Superspeedway
05/19/04	<i>05/19/04</i> - Kentucky Speedway
06/28/04	TBD - The Milwaukee Mile
07/02/04	<i>07/02/04</i> - Daytona International Speedway
07/09/04	<i>07/09/04</i> - Chicagoland Speedway
07/26/04	<i>07/26/04</i> - Iowa Hawkeyes Int. Speedway
07/31/04	TBD - Pikes Peak International Raceway
08/07/04	Kroger 200 - Indianapolis Raceway Park
08/14/04	<i>08/14/04</i> - Michigan International Speedway
08/27/04	Food City 250 - Bristol Motor Speedway
09/06/04	<i>09/06/04</i> - California Speedway
09/13/04	<i>09/13/04</i> - Richmond International Raceway
09/20/04	<i>09/20/04</i> - Dover International Speedway
10/04/04	Mr. Goodcents 300 - Kansas Speedway
10/18/04	Little Trees* 300 - Lowe's Motor Speedway
10/23/04	Sam's Town 250 - Memphis Motorsports Park
10/30/04	<i>10/30/04</i> - Atlanta Motor Speedway
11/05/04	<i>11/05/04</i> - Phoenix Int. Raceway
11/13/04	South Carolina 200 - Darlington Raceway
11/20/04	<i>11/20/04</i> - Homestead-Miami Speedway

(Races in *gold* are scheduled events in which Labonte Motorsports Team Coast Guard #44 will participate.)

Justin Labonte

Late Model Stock — Won the 2003 Late Model Stock Championship at Caraway Speedway in North Carolina with 24 starts and 7 wins, 19 in the Top Five and 21 in the Top Ten.

NASCAR Busch Series

23 starts: 9 in 1999, 13 in 2001, 1 in 2003 (Michigan, starting 23rd and finishing 29th.) Best start: 11th, finishing 14th.



ARCA

2002 — 3 starts, 1 Top Ten, 9th at Daytona.
2001 — 5 starts, Led for 70 laps at Nashville and started on outside pole at Talladega.
2001 — 3 starts, 2 Top Five finishes, 4th at Lowes Motor Speedway and 2nd at Atlanta.

Hooter s Pro Cup (1988)

20 starts, 5 Top Five and 13 Top Ten finishes, 3rd in points, Won Consistency Award for finishing 96.8 percent of laps run.

Labonte Motorsports

Labonte Motorsports, owned by Justin Labonte, is the third Busch Series racing enterprise to emerge from the garage of the revered Trinity, N.C.-based Labonte family.

Justin s father, two-time Nextel Cup Series champion Terry Labonte, built the facility in 1990. It originally housed Justin s uncle Bobby Labonte s Busch Series team, Bobby Labonte Racing, Inc., won two Busch Series championships, once by Bobby in 1991 and again in 1994 with David Green driving.

Terry Labonte fielded Busch Series cars as Labonte Racing, Inc. starting in 1991 and running through 1997, and again in 1999 and 2001. During that time the two Labonte corporate entities have captured 21 Busch Series titles and 27 poles. Additionally, Justin and Tony Stewart have driven Busch Series cars entered from the Hopewell Church Road shop in Trinity.

The 2004 Labonte Motorsports team is sponsored by the U.S. Coast Guard and drives Dodges, which are powered by the in-house motor development group Labonte Racing Engines, Inc., headed by Freddie Turza. Crew Chief is Bryant Frazier, Steve Grissom s 1993 Busch Series championship crew chief, who has also served as crew chief on several of Bobby Labonte s Busch Series victories.

The Trinity shop s 21 Busch Series wins and 27 poles ranks 7th in Career Busch Series Car Owner wins and 5th in poles.

U.S. Coast Guard

The United States Coast Guard is a military maritime service committed to protecting what matters. Every day, teams of highly dedicated men and women use their training, skills, and intelligence to make a difference. Saving lives, enforcing the law, protecting the environment and keeping vigilant watch. Now more than ever, the Coast Guard provides opportunities where people can learn, grow, and serve the American people protecting the homeland, keeping America safe.

Join the U.S. Coast Guard or Coast Guard Reserve and be part of our team. You ll gain responsibility fast and receive a steady income.

For information call 1-877-NOW-USCG or visit gocostguard.com.

**Protect the Homeland.
Keep America Safe.**



**THE SHIELD OF
FREEDOM™**

Corpus Christi, Texas, where they grew up. Those initial images would forever leave a favorable impression on the two young men. Once the Labontes and the Coast Guard came to a contract sponsorship agreement, those early images would be a catalyst for the paint scheme of the race car, according to Dick Conway, Motorsports public relations.


To assist the Labontes in gaining a greater understanding of the mission capabilities of the Coast Guard and to raise awareness and of the sponsorship among Coast Guard members, Gordner arranged a three-day trip to visit Coast Guard units in Charleston, S.C. Jan. 19-21. During the visit, Terry and Justin Labonte rode and drove various small boats. Justin got a first hand look at helicopter operations training, toured cutters, talked with Coast Guard members and signed nearly a thousand autographs, making sure everyone who wanted an autograph received one.

The Coast Guard has more than its share of NASCAR fans, but for the engineering officer aboard the CGC Tarpon, Jan. 20, was a very exciting day when MKC Greg Cannatelli got to meet Justin Labonte and show off the Tarpon's engine room to a fellow gear-head. "Chief is a big NASCAR fan," said BMCM Phillip Wolf, officer-in-charge of the Tarpon. Cannatelli's grin grew even greater Jan. 21 when Terry Labonte stopped by the Tarpon and Cannatelli met one of the top drivers in NASCAR and showed off the cutter's engineering plant one more time. "It was a real pleasure and a treat to meet the Labontes," said Cannatelli.

After visiting Group Charleston and the subordinate units, the Labontes headed over to Naval Engineering Support Unit for a short stop where the crew presented the Labontes with a signed Coast Guard flag to hang in their shop. Following the NESU stop, the CGCs Dallas and Gallatin were next on the tour list. The crew of the Gallatin arranged to take Justin and Terry for a ride on the

Cooper River in the cutter's over-the-horizon rigid hull inflatable boat. As BM1 Charles Lynch, coxswain of the OTH, "dropped the hammer," a slight smile came across both Terry and Justin's faces. Lynche's ability to handle the boat at 45- to 50-knot power turns was impressive to both car drivers. "The more I see and learn about the Coast Guard, the more I'm amazed," said Justin Labonte.

"Both my dad and I have great respect for the Coast Guard and I am very proud to have them as a sponsor."

Team Coast Guard Racing/Labonte Motorsports may be coming to a race track near you between the first race at the Texas Motor Speedway April 3 and the last race of the year at Homestead-Miami Speedway Nov. 20. 

THE CAR

Team Coast Guard Racing
Labonte Motorsports
"Shield of Freedom" #44 Dodge.



PA3 Crystal Norman, PADET Jacksonville, Fla.

Caraway cham Busch Grand Na

By Tony Bolick, sports writer, The Courier-Tribune

Justin Labonte has been there, done that. Now he's going to try it again, but this time he says he's doing it "the right way."

At Daytona International Speedway, the 2004 Caraway Speedway reigning track champion was joined by his father, two time Nextel Cup champion Terry and uncle Bobby, another past Nextel champion, in announcing a 15-race Busch Series deal with the Coast Guard in his self-owned team.

"We're just now getting everything put together with the team," said Justin. "I feel like we've got some great guys on there. Can't wait to get started."

Labonte feels like it's the right time to come back after his initial venture into Busch Series racing years ago and his father agrees.

"I think when we ran a few Busch races, we had a few things wrong," said Terry. "None of them were his fault. He has worked hard at it. He's been there, learned a lot and know's what it takes to make things work. I think they've got a really good team put together."

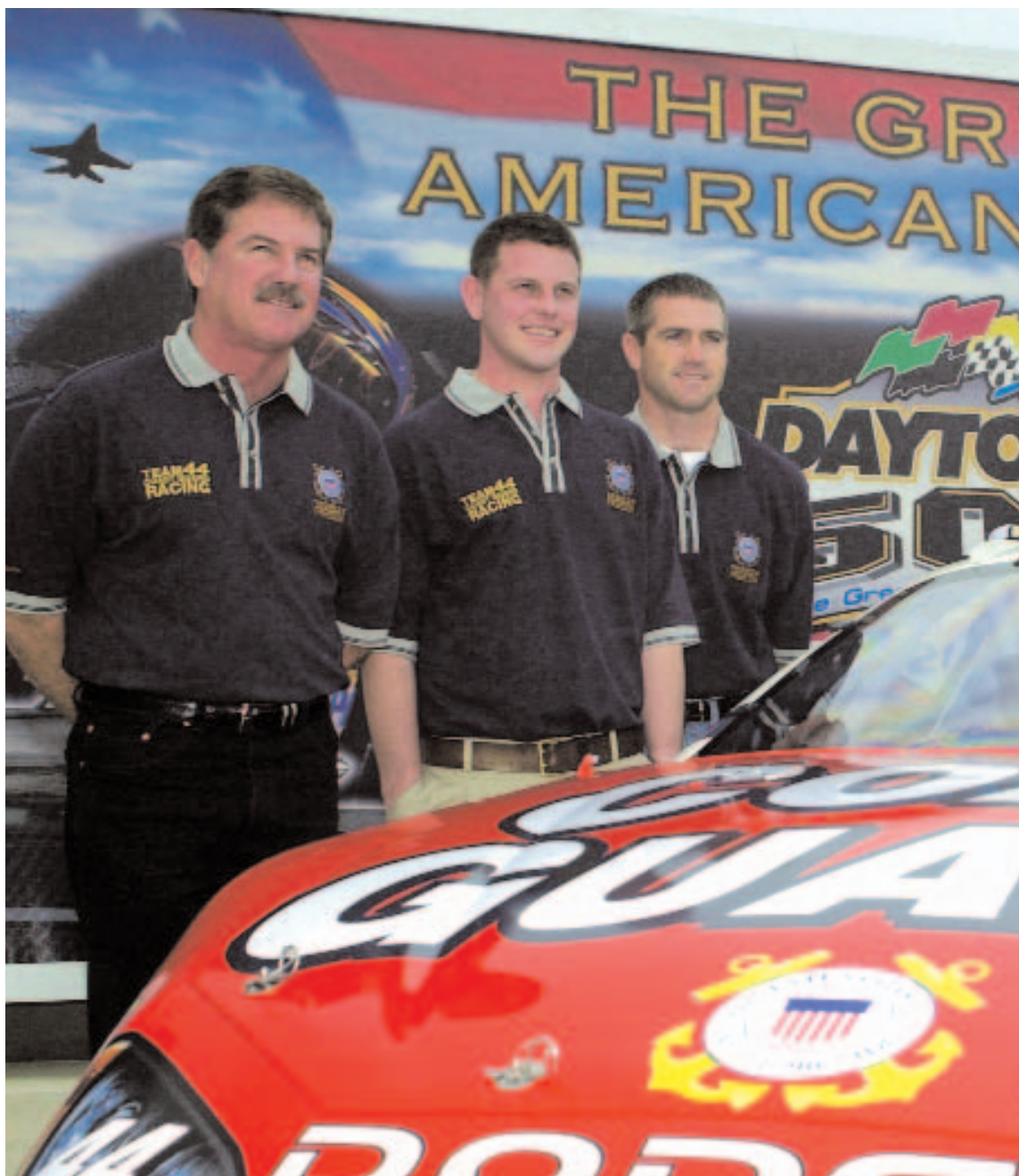
Terry added that being the son of a Winston Cup champion sometimes had its drawbacks when Justin was trying to come through the ranks.

"I think his name worked against him sometimes," he said. "He's worked hard to get to where he's at."

In his second season of

campaigning a late model stock car at Caraway Speedway, Justin captured the title at a track his uncle and 2000 NASCAR Nextel Cup champion won in 1987.

"Having run at Caraway and won some races ... I think it's really going to help," Terry said.



Up to return to national racing

He feels that experience has helped him learn more about working on the car and building a team. And he credited Bobby with getting him

FAMILY TIES

Justin Labonte, the 2004 NASCAR Busch Grand National Series Driver for Team Coast Guard Racing, poses next to the Coast Guard sponsored NASCAR. Also present is father Terry and uncle Bobby.



racing at the regional level. It's sort of like going back to square one and starting over.

"That's pretty much what we had to do," said Justin. "We weren't doing anything, we were running one or two races a year and Bobby said 'Hey, you've got to race all the time.' You've got to be ready. So we got a late model stock ... had a lot of success at that level."

The team is set to begin testing in March and Justin will make his return to Busch Series racing at Texas Motor Speedway. Although Terry and his brother Bobby are Texas natives, Terry said the first of the 15-race dates was just out of timing more than a homecoming favorite or any other notion.

Justin has learned what to do and what not to do and through his two seasons at Caraway, learned a lot more about the cars.


"I've learned quite a bit, mostly what not to do," said Justin. "I know a lot more, mechanically, what we need to do. I look back when I was 18 and I was out there, I was glad I had four shocks on it."

As the team's development began, Terry said that Justin has a big hand in its organization and how it was brought together. Justin says it has given him a good feeling about where their team might be headed.

"I had a lot more input in this team. I hired a lot of the guys," said Justin. "We feel like we're going to start fresh and see what happens. We're ready to do it right this year."

As for dad, Terry says he's very proud of how his son has done, including one race they ran last year in Michigan when he ran on the track with Richard Childress Racing's Ron Hornaday. Despite finishing right behind Hornaday one lap down, it made an impression with his dad.

"I thought, 'Here's a team with unlimited budget [RCR] and here's Justin with no budget,'" said Terry. "To do that well with no help at all, that told me a lot."

"I went to watch him a couple of times—he didn't even know I was at Caraway. He was in a different league. He didn't need to be there." 

FELLOWSHIP OF THE WHITE HOUSE

Going to work each day in the West Wing was a thrill for Cmdr. Jon Spaner. Now, he hopes his story will motivate other Coast Guardsmen to apply for the same life-changing program he experienced.

Story by PA2 Joe Patton, G-IPA

YOU COULD WORK HERE The White House served as Cmdr. John Spaner's duty location while he served as a White House fellow during 2002-2003. Spaner hopes his story will motivate other Coast Guardsmen to apply for the program.



Three men stared at Cmdr. Jon Spaner, expecting him to dance. At the request of these men, he had already drawn a picture on the chalkboard, discussed his thoughts on homosexual unions, described what the Saturday night Massacre was and explained who wrote the “Canterbury Tales.” In addition, he was graded on his table manners, his choice of shoes, and his ability to carry on a conversation. As if all that weren’t enough, he was now expected to perform an interpretive dance? It was as if Spaner was either on the Gong Show or a contestant about to enter the talent portion of a beauty pageant. This was easily the most challenging and bizarre job interview he had ever experienced. But it was also very serious, and it was his performance and answers that helped propel him into a year-long experience that would transform his life.

It was eight years prior to that June 2002 interview when Spaner decided he wanted to apply for the White House Fellows’ program, a program to which only two other Coast Guardsmen had ever been accepted since its inception in 1964. White House fellowships offer

exceptional young men and women first-hand experience working at the highest level of the federal government. White House fellows typically spend a year working as full-time, paid special assistants to senior White House staff, the vice president, Cabinet secretaries and other top-ranking government officials.

Spaner’s decision resulted from a book he read while serving aboard the CGC Seneca in 1994. In Colin Powell’s “My American Journey,” Spaner found the motivation he needed to apply for the program. In the book, Powell details his years as a White House fellow.

“After reading Secretary Powell’s book, researching the program, talking to former fellows, and learning about other graduates the program has molded, I knew this was a program I wanted to pursue,” explained Spaner.

The White House Fellows program only selects those individuals who have a record of remarkable professional achievement early in their career, have demonstrated evidence of leadership skills with the potential for further growth and a commitment to public service, and have exemplified the knowledge and skills necessary to contribute successfully at the highest levels of the federal government. In addition, the program examines the strength of the candidate’s character, his attitude, and his ability to work well with others.

Spaner was hoping to follow in the footsteps of former fellows such as Labor Secretary Elaine Chao, for-

FELLOW WORKERS Cmdr. Jon Spaner with President George W. Bush in the Oval Office. Spaner worked in the West Wing while serving as a White House fellow for 12 months between 2002-2003.



mer general and presidential candidate Wesley Clark, author Doris Kearns Goodwin, American Red Cross President and CEO Marsha Evans, CNN President and CEO Tom Johnson, and other prominent figures in the government, media and business communities.

The selection process is very competitive. There can be as many as 1,000-1,500 applicants — all vying for 11 to 19 fellowships. Spaner compared the process to a “Survivor type of event,” where people are voted off along the way until there are a group of finalists. Spaner survived the various steps in the process and found himself among the 30 national finalists headed to the U.S. Naval Academy in Annapolis, Md., for “selection weekend,” a very stressful four-day ordeal which culminates in the President’s Commission selecting those who will be appointed as White House fellows.

While checking into an Annapolis hotel for the weekend event, Spaner experienced an unexpected motivational moment that would energize him.

“I enter the elevator, the door starts to close, and suddenly, a hand reaches in to hold it open,” said Spaner. “I look up at the gentleman who did this, somewhat annoyed as I wanted to get to my room quickly to continue studying, and noticed something that looked familiar to me.”

Spaner noticed the nametag on the man’s sportcoat. The tag read, “Dr. James Bostic — President’s Commission on White House Fellows.” Spaner recognized the name from a chapter in Powell’s book, in which Powell details tense, but productive, exchanges and an eventual friendship between he and Bostic while serving together as White House Fellows in 1972-1973.

Spaner’s attitude changed quickly, and, taking advantage of his captive audience, he happily introduced himself. According to Spaner, Bostic eyed him for a moment and said “Hello Jon.” Bostic told Spaner he enjoyed reading about him in the read-ahead packet that provides members of the selection panel with information on each candidate. Bostic then wished him luck for the challenging weekend. The brief but poignant exchange excited Spaner, and he thanked Bostic and hurried off to his room to continue studying.

Later that weekend, Spaner found himself in front of the selection panel, in the midst of that most challenging and bizarre job interview, drawing on a chalkboard and dancing. He must have satisfied Bostic and the other commission members because he was appointed to be a White House fellow a few days later.

Looking back, Spaner said it is important to be prepared for anything during the selection process.

“Applicants should study world history and be up-to-date on current events,” advises Spaner. The types of questions candidates receive vary and cover a wide array of topics. “I knew the questions would run the gamut, but definitely didn’t expect most of the ones I

received,” Spaner added. Surely he didn’t expect to perform an interpretive dance during the process.

Spaner also echoes the same advice he received prior to the applying. “Applicants should be themselves,” he said. Spaner added that each applicant should tell the panel who he is as a person and help the commission members understand him as a person and what he is passionate about. In addition, candidates should look to make a difference in community issues they care about and focus on a message that can be applied to the nation as a whole.

Spaner’s Coast Guard experience definitely served as an asset during the selection process. The very nature of the types of work Coast Guardsmen do each day provides an opportunity for a person to show they can stay calm through intense challenges, said Spaner. He also contributes his experience in dealing with the media during Coast Guard cases to helping him during the



TAKING MEETINGS Spaner with then Director of the Office of Homeland Security Tom Ridge during a meeting. During his time as a White House fellow, Spaner attended many meetings as Ridge’s special assistant.

selection process.

After selection process, Spaner interviewed with and was granted assignment as special assistant to then Director of the Office of Homeland Security Tom Ridge.

If Spaner didn’t know the full scope of the work he was about to experience, he surely became fully aware when he stepped into the West Wing for the first time ever. Looking around, Spaner recognized the historic importance of what was going on around him and knew he was now a part of it.

The White House Fellow’s Class of 2002-2003, of which Spaner was a part, included 13 appointees from a broad range of backgrounds. Among the group were

a medical doctor, Air Force test pilot, corporate attorney, non-profit executive, senior media and investment executives, and Army and Naval officers. Each member of the group had at least one advanced degree, something Spaner admits is very attractive to commission members in the selection process.

Spaner's office was in the West Wing, where he spent most days writing speeches, drafting legislation, writing memorandums for the president, and providing policy advice on a broad range of issues. In addition, he would routinely attend high-level meetings with Ridge and the president and travel with senior government officials.

Going into the program, Spaner set a series of goals that he hoped to meet while serving as a fellow. "I wanted to learn about the life of a Cabinet secretary and experience first-hand the inner workings of the highest level of our federal government," said Spaner.

government, especially the presidency, operates. But maybe the toughest thing Spaner had to learn was how to strike that balance of spiritual, physical and intellectual activities during his busy and often hectic year as a fellow.

"Striking that balance was tough," admitted Spaner. He tried to maintain a steady workout plan and eat lunch away from the office as much as possible, something Spaner feels is key to networking in government circles.

He credits his wife for being so supportive and understanding during the year. She totally understood the scope of the opportunity I was given and the demanding nature of my work, and she supported me even in times when I seemed to spend more time at the office or doing work-related items, said Spaner. He joked that in her mind one picture with the president or an invitation to a White House black-tie event would make up for some of his late nights at work.

Spaner said that having an active-duty Coast Guardsman as a White House fellow really benefits the Service. Participation in the program helps the Coast Guard build and maintain productive relationships with the highest level of the U.S. government. The program also gives the Service an inside look at how the government and various agencies work and provides many positive leadership examples.

In addition, Spaner was given an unequalled opportunity to spread the Coast Guard's story. "People want to know more about the Coast Guard," said Spaner. Wherever I would go in uniform, people would be interested in the Coast Guard and would ask me a ton of questions, he added. Some of those curious people included very well known and influential individuals.

While at one luncheon, Spaner talked with Darrell Green, former football star for the Washington Redskins. Spaner, a football fan, told Green he couldn't imagine how exciting being a professional football player must be. Green turned the tables on Spaner, and expressed how he couldn't imagine what it was like to fly a helicopter and save a life in high seas. Green seemed more interested in hearing about the Coast Guard than he was in talking about his football exploits.

Spaner said the most rewarding aspect of his job was seeing policies he worked on take effect and make a difference. He added that the year he was a fellow was a particularly memorable one in that he worked hard on several homeland security related efforts.

"We worked hard on legislative outreach efforts to pass the Homeland Security Act of 2002, which estab-

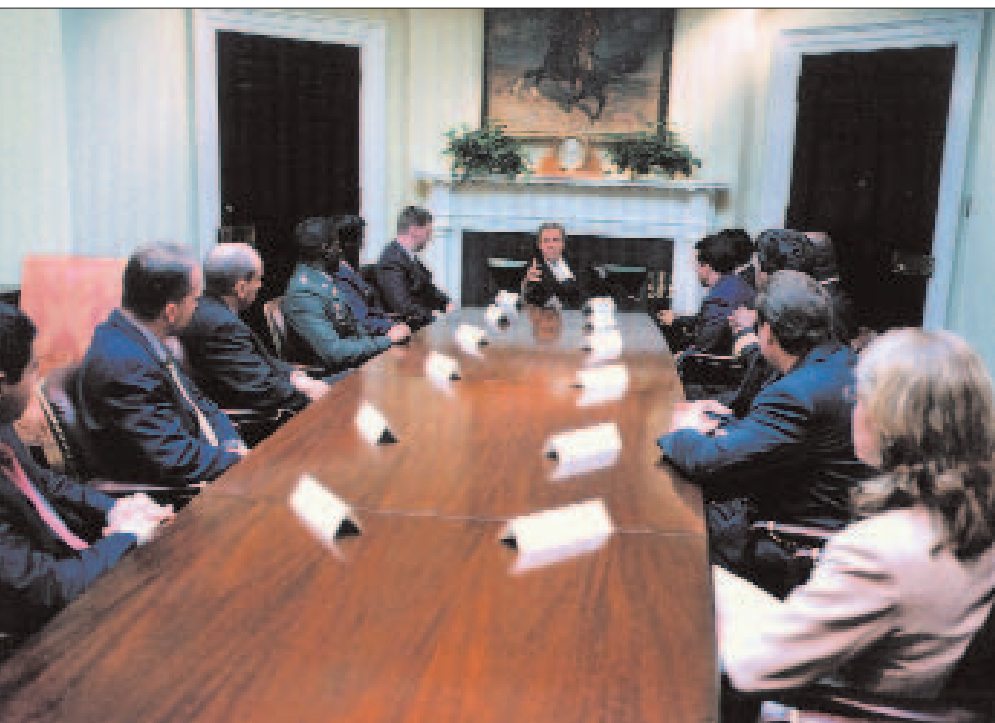


PHOTO PROVIDED BY CHIEF, JON SPANER, WHITE HOUSE

ROUNDTABLE DISCUSSION President Bush meets with members of the 2003-2004 class of White House fellows in the West Wing.

He also wanted to do better at finding a balance for his life — a balance of spiritual, physical and intellectual activities. But he knew there would be a significant learning curve involved at the beginning of his time at the White House.

Spaner said he had to learn to know what people want to say, a skill required in order to be an effective speechwriter. He found himself doing a lot of public speaking and preparing other government officials for speeches they would make. In addition, Spaner had to ensure he was consistently knowledgeable about how

lished the Department of Homeland Security and brought the Coast Guard and more than 20 other federal entities into it,” said Spaner. “I also had the opportunity to serve as the homeland security advisor’s delegate to the interagency team that developed Operation Liberty Shield, the homeland security complement to Operation Iraqi Freedom.”

Along with demanding but rewarding work assignments, fellows are required to participate in the program’s educational aspects.

Spaner and his classmates had two or three 90-minute, off-the-record sessions per week at the White House with some of government’s biggest names. They would spend time in open forums with the president, vice president, Cabinet secretaries, government and business executives, members of Congress, and others. In addition, the group completed several domestic policy trips to locations such as New York City, Houston and Miami. They also completed a two-week international policy trip to Botswana and South Africa.

During these trips, Spaner was able to meet with incredibly accomplished people such as Mike Wallace of “60 Minutes,” New York Mayor Michael Bloomberg, New York City Police Commissioner Ray Kelly, ABC News anchor Peter Jennings, astronauts, AIDS activists, Botswana Ambassador Joseph Huggins, and many others. These meetings were very valuable to Spaner.

“These meetings brought new perspectives to many issues that I faced in my work assignment, such as Cuba policy or optimizing the three-way balance of commerce, security and constitutional liberties that we so ardently try to strike as we develop homeland security policies and legislation,” Spaner explained.

Along with work and educational aspects, the program emphasizes fellowship among appointees. Spaner admits he underestimated this portion of the program.

“I’ve come to realize I truly didn’t understand how important the fellowship component of the year was before experiencing it,” said Spaner. “As a class, we would routinely debate issues, rent out restaurants together with our families, golf, run, and in many ways function as a large family. The bond between classmates is very strong, as is the bond between current fellows and former fellows.”

This bond was one of the most rewarding results of the program. But the most memorable moments of the year for Spaner were those times where he was able to have some informal interaction with President George W. Bush. According to Spaner, having an open forum with the president allowed him to gain an unequalled view of quality leadership.

These moments, combined with the other opportunities that defined the year for Spaner, helped his experience as a fellow surpass even the highest of his expectations

coming into the program.

“The program exceeded all of my expectations,” said Spaner. He added that it was something special to be able to sit in a room with dignitaries and discuss different opinions in developing policy that had the potential to affect the nation and the world.

As for the program’s expectations of its appointees, Spaner said it expects fellows to represent the president well at all times and to be available 24 hours a day, seven days a week during the year-long appointment.

Spaner said that as a result of his appointment, he has grown as a leader and has a great fondness for how the American democracy works.

His fellowship also helped him continue his education and service at the highest level of the federal government. He currently serves as director of Port and Cargo Security at the White House. He adds that coming to the White House every day is still a thrill for him.

Now, Spaner is encouraging others to apply for the program so they, too, can experience that thrill.

“The White House Fellows program has been an unforgettable opportunity, and I recommend it wholeheartedly to anyone interested in applying,” said Spaner. He adds that he doesn’t want to be the only Coast Guardsman to experience the great benefits of the program and hopes the Coast Guard will match the other services, which normally have a participant each year.

“There’s no reason why the Coast Guard shouldn’t have a participant each year,” adds Spaner. “If you’re at all interested, you should apply. Even if you’re not selected, you’ll learn a great deal about yourself during the interview process.”

You may even improve your dancing. 🕺

GROUP PHOTO Members of the 2002-2003 class of White House fellows, including Spaner — third from the right, pose during a photo opportunity with President Bush in the Oval Office.



PHOTO PROVIDED BY CHRIS JON SPANER, WHITE HOUSE



Top gun

Story and photos by PA3 Dave Hardesty,
PADET San Pedro, Calif.



Throughout the next year the Coast Guard will phase out all M-60 machine guns and replace them with new M-240B general light purpose machine guns.

"The M-240B is a better gun, it's newer and brings us [the Coast Guard] in line with other services while deployed," said GMC Thomas Hogge, Pacific Area Armory, San Pedro. "The M-240B is more durable, has a modern design and uses new metallurgy and polymer composites."

There are several features that make the new M-240B superior to the old M-60. Barrels have to be changed out about every 200 rounds. "It's easier to change the barrel on the M-240B," said Hogge. "It can be done in less than ten sec-

onds by one person. The M-60 required two people to change its barrel and the use of a hot glove."

"There are also fewer parts which makes field maintenance easier," said GMC Preston Schanbeck, Port Security Unit 311. "A single pin has to be pushed out to remove the trigger housing on the M-240 B. On the M-60 2, pins and a leaf spring have to be removed. Sometimes the leaf spring is assembled backwards, causing it to pop off in the field," said Schanbeck.

Another backward problem with the M-60 is the gas tube piston. If this mechanism is installed incorrectly, the M-60 machine gun will only fire one shot. "The M-240B has a different configuration to eliminate that problem," said

Schanbeck.

GM3 Keith Cox served with the Marines for six years and used the M-60 in Desert Storm. When he transferred to the Army Reserve he used the M-240B in field deployments. "The M-240B is a better overall weapon. It is very accurate, has fewer parts and is user friendly," said Cox.

Learning a new weapon takes time and hands-on experience. New personal qualification standards have to be obtained and training with the M-240B has begun at individual units.

The new M-240Bs first are being distributed to deployable units, Port Security Units and Maritime Safety and Security Teams.





SHOOT FOR THE STARS

First page: A member of Maritime Safety and Security Team 91103 qualifies on the new M-240B machine gun that is replacing the old M-60.

EASY DOES IT

Far left: GMC Preston Schanbeck and GM3 Jason Smith demonstrate barrel removal on the old M-60. The new M-240B requires only one person to remove the barrel.

DOUBLE VISION

Left: The new M-240B (right) is replacing the old M-60. The M-240B has fewer parts and is easier to maintain in the field.

Who's YOUR Hero?

*Medal winners.
Lifesavers.*

Coast Guard Magazine wants to hear about Coast Guard heroes, both historic and recent, to include on its "Heroes" page inside the front cover.

If you know about a hero who deserves some recognition, let us know.

Send submissions, high-resolution photos and inquiries to cgmag@comdt.uscg.mil or:

Coast Guard Magazine
2100 2nd St. SW, Room 3403
Washington, DC, 20593



chuckles



WHY THE COAST GUARD SWITCHED OVER TO THE AIR FORCE UNIFORM.

**Promoted recently?
Receive an award?**



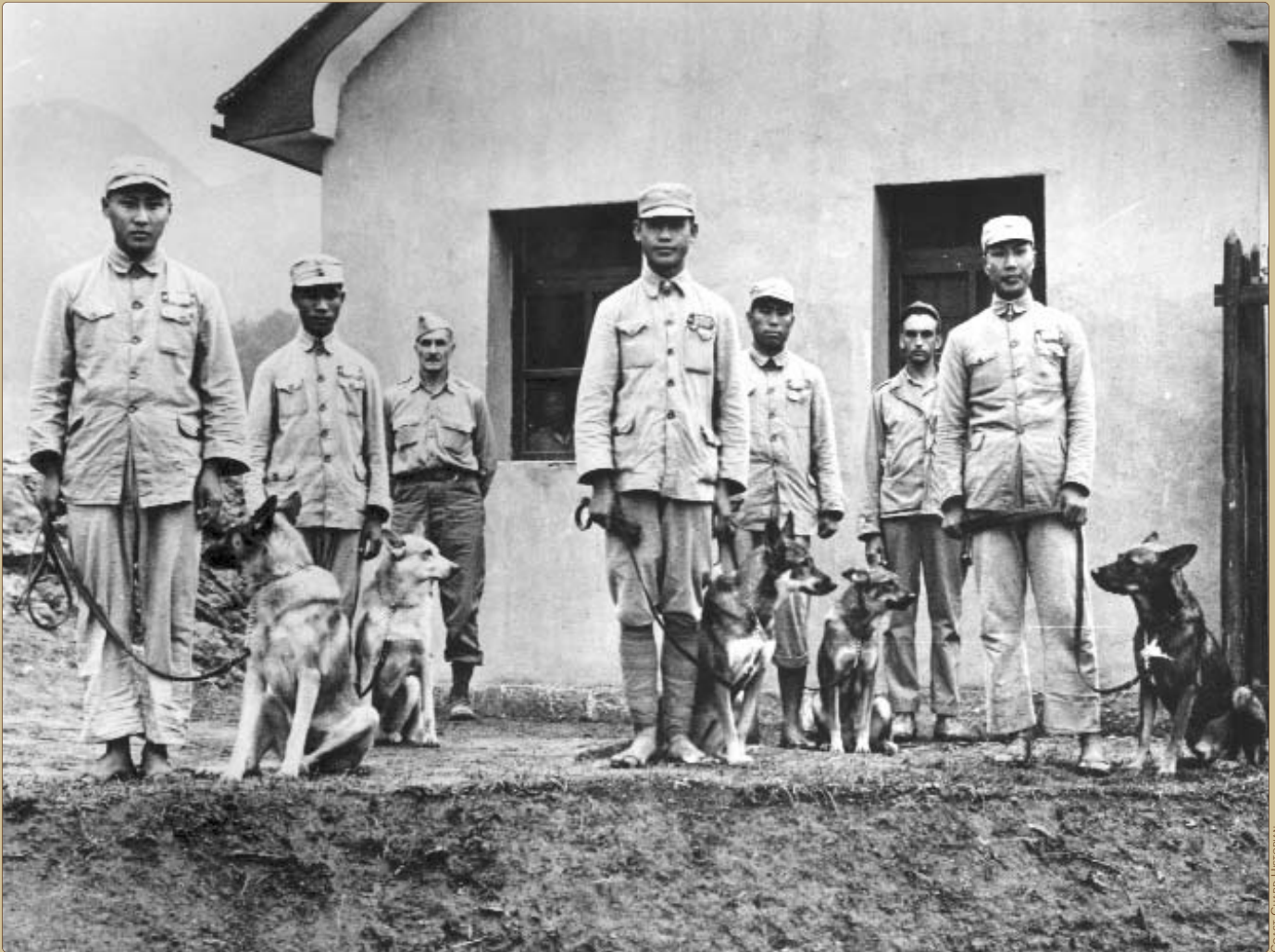
Remember, the folks back home care about YOU.

Let family and friends back home know about your accomplishments.



See your Public Affairs Officer and fill out a Fleet Home Town News release form.

Old 8x10



COAST GUARD HISTORIAN

Training the dogs of war

Coast Guard specialists trained these Chinese guerillas in the handling of war dogs during World War II.

Operating from a headquarters near Chungking, the Coast Guardsmen, all experts in the handling of dogs and horses, taught their Chinese students how to use war dogs for sentry duty and patrol work to secure their positions against infiltration by the enemy.

In the back row, left, is Lt. Cmdr. Clayton Snyder of Hume, Va., who was in charge of the training program; to the right is Lt. j.g. J.A. Cahill, of Utica, N.Y., chief of the dog handling department.

The Coast Guard had been successfully using trained dogs and horses on beach patrols for several years, making it the service with the most experience in animal handling.

The specially selected dogs used in the program in China endured a seven-month odyssey from Front Royal, Va., to Chungking via train and ship. They received training along the way, but it was limited by the lack of space, and was also interrupted by all kinds of weather and attacks by the enemy.

Although the Coast Guard instructors made a much faster journey by plane, they faced great challenges when they arrived. First, the language barrier proved to be a tremendous problem. The Chinese interpreters did not always present the instructors' ideas accurately. This gave the students first impressions and false concepts that were difficult to get rid of later.

The dogs faced this problem, as well. Having been trained in English, it took three months for them to get used to receiving commands in Chinese.

Also, the cultural differences between the Chinese students and the Americans made teaching even more difficult. Among other things, the students would not ask questions, either during class or in private, for fear of losing face.

In the end, though, the program proved to be successful. In his report on the program, Lt. j.g. Joseph Conby said that nearly 80 percent of the students were fairly well-trained in most skill areas by the end of the course.

Coast Guard Historian

USCG Innovation Expo 2004

Unlocking the Power of Ideas!



WHAT: The Expo will bring together the Coast Guard and its partners to display and present new technologies, processes and innovative solutions to Coast Guard challenges in support of homeland security.

WHEN: May 4-6, 2004

WHERE: Savannah, Ga., at the Savannah International Trade & Convention Center.

This year's Expo will showcase 100 Coast Guard/Government exhibits and 125 Industry exhibits.

Awards will be given to recognize the exemplary efforts of individual Coast Guard members or teams who have

created or used innovative solutions to Coast Guard challenges. Recipients will be presented with a trophy, and their unit will receive \$10,000 in AFC-30 funding.

The Commandant's Quality Award for Performance Excellence will also be awarded to units who have improved their overall performance and showed an ability to provide excellent services while being good stewards of the public trust.

For more info, visit <http://cgweb.comdt.uscg.mil/g-cqm>.

Commandant's Innovation Council



Clarification and corrections

Page 51 of the December 2003 edition of Coast Guard Magazine lists only Lt. Holly Harrison as a Bronze Star recipient in the Aug. 5 entry. Lt. Cmdr. Sean Mackenzie and Lt. Chris Barrows also received Bronze Stars in the same ceremony. Please see page 10 of our September 2003 issue for the full story.

The January story, "A Different Kind of Rescue," states that FS2 Cesar Ramos is assigned to Station Sandy Hook, N.J.; he is in fact assigned to ACT NY Detachment Sandy Hook.

The January issue also stated

that the CGC *Sassafras* was the Coast Guard's last sea-going 180-foot buoy tender; there are still two others commissioned: CGC *Acacia* and CGC *Sundew*.

Editor

Memo of Understanding

The Commandant of the Coast Guard and Ray Mellado, Chair and Founder of the Hispanic Engineer National Achievement Awards Corporation, signed a strategic Memorandum of Understanding Feb. 18 to implement programs designed to increase the number of Hispanic students preparing for pro-

fessional technical careers. The MOU represents a momentous commitment to diversifying our nation's future technical workforce.

The USCG and HENAAC recognize that Hispanic Americans represent a significant percentage of the population and that a well-educated Hispanic population will impact favorably on current and future work force needs, especially in the technical arena.

For more information on HENAAC or VIVA Technology please visit our Web site at www.henaac.org or call HENAAC Inc. at (323) 262-0997. HENAAC, Inc.

Shipmates

Reunion in Elizabeth City, N.C.: The Elizabeth City Chapter of the USCG Chief Petty Officers Association will be hosting a biennial reunion June 4-6.

This sponsored reunion is open to all personnel ever assigned to any of the Elizabeth City, N.C.. Coast Guard commands, regardless of rank. It will continue the fine tradition started by members of the former Elizabeth City Reunion Committee.

For more information and applications please call (252) 335-

5594 and leave a message, or email dpeeler@arsc.uscg.mil, or visit the Elizabeth City CPOA Web site at:

<http://www.geocities.com/ecitycpoa> or request an information package via mail with a request to:

CPOA
P.O. Box 1362
Elizabeth City, N.C. 27906-1362
CPOA



Housing

Government housing is available for families, with the option to live on the economy. Rent for a two-bedroom apartment starts at about \$1,100 a month, and single-family homes average \$400,000. Utility costs are above average.

Facilities

Coast Guard ISC Honolulu has a gym, pool, clinic, exchange, MWR ticket/rental office, Work-Life office and an all-hands club. Nearby are several military bases, each with their own very extensive facilities, including a large medical treatment facility and a plethora of recreation centers.

Education

A number of state and private universities such as Chaminade University, Hawaii Pacific University, Wayland Baptist University and the University of Hawaii offer a variety of degrees with flexible class schedules. The Walnut carries a full library of CG end-of-course tests and is a recognized DANTES testing center.

Weather

The average temperature usually varies between 78 and 85 degrees year round. Severe storms are not a common occurrence.

PHOTO BY PAT TOM SPERDUTO, PADET NEW YORK CITY

Aloha from *CGC Walnut*

Homeported in Honolulu, Hawaii, the CGC Walnut is a 225-foot, multi-mission, sea-going buoy tender whose missions include aids to navigation, maritime law enforcement, marine environmental protection, homeland defense, military readiness, and search and rescue. Our primary area of responsibility includes buoys off all the major Hawaiian Islands (we work each of the islands on a regular basis) and American Samoa, which we work bi-annually. In addition, the Walnut visits various island nations in the South Pacific, and recently spent six months deployed in Iraq in support of Operation Iraqi Freedom.

The crew of the Walnut is comprised of eight officers and 40 enlisted members. CGC Walnut is also one of only six Coast Guard cutters with a working dive team.

Hawaii is separated from the mainland by over 2,300 miles, making it the most isolated population center in the world. But don't let that fool you. As the capitol of Hawaii and a city of 378,000 people, Honolulu is a thriving metropolitan city that has all of the amenities of any major metropolis including several malls and most of the stores found on the mainland.

Just minutes from town are a variety of outstanding hiking trails, beaches for a variety of watersports, deep sea sport fishing, a waterslide park, the Arizona

Memorial and a great night life in Waikiki including free monthly movies on the beach. To sample Hawaii's unique history you can check out the Bishop Museum or visit the attractions at the Polynesian Cultural Center.

Another sure cure for "island fever" includes spectator sports and a variety of entertainment. The North Shore is a world renowned pro surfing venue, while Aloha Stadium features the NFL's annual Pro Bowl, an annual Christmas Day college football bowl game and home games of the University of Hawaii Warriors. UH also features a full spectrum of NCAA Division I sports, including their top-ranked men's and women's volleyball teams. Other island attractions include the Hawaiian Islanders arena football team, the Honolulu Symphony and the Honolulu Zoo.

It gets even better ... since Walnut is an OUT-CONUS cutter, you'll get Priority 2 on your next assignment. Extend one year within a year of reporting aboard and you'll be bumped up to Priority 1! Everyone stationed on the island also receives COLA.

With all that there is to do in Hawaii coupled with Walnut's busy work tempo, you can't avoid living up to the adage "work hard and play hard." So if you are due to transfer, you should definitely consider joining Walnut's crew. Mahalo!

Story by MK2 Steven Blythe and Lt. Cmdr. Rick Wester

Check out Coast Guard career opportunities! Call 877-NOW USCG



LOCKED AND LOADED

MK3 Daniel Gray of LEDET 203 searches a fishing boat in the North Arabian Sea for illegal weapons and contraband.

Photo by PA2 Matthew Belson,
PADET New York