

# Coast Guard



Ready today, preparing for tomorrow

## RESCUE 21

The Coast Guard takes a quantum leap forward to enhance distress communications and homeland security capabilities



Drug Seizure



Volleyball magic

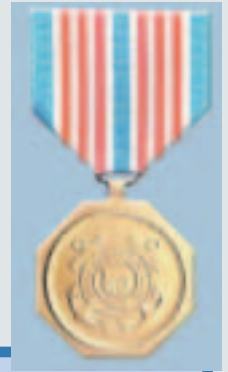


After the storm

# Heroes

## The world's best Coast Guard

### BM2 DAVID AN



BM2 David An, a crewmember on the CGC Storis, was awarded the Coast Guard Medal and the Coast Guard Foundation's Admiral Chester R. Bender award for extraordinary heroism.

During a patrol in the Bering Sea in November 2000, the Storis and its crew of 85 plowed through the 34-degree sea toward a fishing vessel that was spotted fishing inside the U.S. Exclusive Economic Zone. As it closed the distance, the Storis' deck force readied the three-ton motor surfboat to take a nine-member boarding team to the vessel.

An was in charge of the boat lowering detail. Under An's watchful eyes, the crew began lowering the MSB and its nine crewmembers down to the frigid sea.

As the MSB was lowered, the aft davit arm snapped, swung the boat like a pendulum, and threw nine of An's shipmates into the frigid sea.

Submerged in 34-degree water, the crewmen thrashed about in a tangle of wire and metal from the broken davit arm. Without a second thought, An put on his rescue swimming gear and jumped into the freezing water to rescue his fellow sailors.

From the water, An yelled for the deck crew to rig a Jacobs ladder on the cutter so those in the water would have a lifeline to pull themselves from the sea. Several crewmen pulled themselves to safety with help from the deck crew.

Overwhelmed by the elements, one shipmate could not pull himself up the ladder and fell back into the sea near the MSB and drifted toward the propeller. Without regard to his own safety, An swam after the struggling sailor.

Reaching his shipmate, he grabbed the exhausted sailor and pulled him to the safety of the Jacobs ladder where outstretched hands from the deck crew pulled him to safety. Still in the frigid water, hanging onto the Jacobs ladder, An checked to make sure that all of the nine crewmen of the boarding team were safely aboard the Storis before he attempted to pull himself from the water. With help from the crew, An was pulled aboard the Storis, where he collapsed from exertion and exposure to the freezing sea.

Through his personal actions, BM2 David An demonstrated the heroic actions that are in keeping with the highest traditions of the Coast Guard.



AP PHOTO



# Coast Guard

November 2002

U.S. Department of Transportation

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[www.uscg.mil/hq/g-cp/cb/magazine.htm](http://www.uscg.mil/hq/g-cp/cb/magazine.htm)

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PA2 CHAD SAYLOR, D8



PA1 VERONICA BANROWSKI, PACBREA



### ON THE COVER

Rescue 21, a modernization of the National Distress and Resonse System, will be implemented to help minimize the time it takes crews to search for people in distress.



## UP FRONT

### LEAP-FROG

Members of the Coast Guard Academy football team go through agility drills during practice at the academy.

AP PHOTO

# UP FRONT

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**UP FRONT**

**RISING SUN**

A member of one of the Coast Guard's new Maritime Safety and Security Teams stands guard near the Brooklyn Bridge during sunrise on the East River in New York City.

PHOTO BY PA1 TOM SPERDUTO,  
PADET NEW YORK







**UP FRONT**

**PREPARING TO JUMP**

A U.S. Navy Seal prepares his gear prior to a drop exercise aboard a Coast Guard C-130 at Air Station Barbers Point in Hawaii.

PHOTO BY LT. CLINT TROCCHIO,  
AIR STATION BARBERS POINT, HAWAII

## THE BATTLE CONTINUES

# Station Rio Vista destroys marijuana plants

RIO VISTA, Calif., Aug. 7 — Coast Guard Station Rio Vista crewmembers worked with local law enforcement agencies to destroy more than 95 marijuana plants from several islands on the Sacramento River here today.

To date, the station's crew has destroyed more than 150 marijuana plants. According to the Sacramento County Sheriff's Department, the plants have an estimated street value of \$1,700,000.

Rio Vista crewmembers work hard in the fight against drugs, eliminating the source and taking a proactive stance against illegal narcotics.

"Keeping drugs off the streets feels good, and we believe that what we're doing has a positive impact," said BM1 Brian Hughes from Station Rio Vista.

"We're dedicated, and we're all 100 percent devoted to this mission," added MK3 Christopher San Filippo from the station.

Station Rio Vista received permission from local law enforcement agencies to work with both Group and Air Station San Francisco in order to develop an eradication plan.

"We call Coast Guard Air Station

San Francisco and request a law enforcement overflight to look for the marijuana," said BM1 Steve Doty, also from Station Rio Vista.

"We have people trained to spot the crops; they're hard to see, so you have to know what it looks like and which areas to search," said Hughes.

The state authorities and the Sacramento Sheriff's Department trained several station crewmembers to spot the bright, light green illegal plants that are different from the other vegetation on the islands, he added.

Once the overflight of the islands was complete and the plants were identified, the station crewmembers were briefed for the mission.

They were given the position of the plants and told of possible hazards they might encounter. Hazards include bear traps, trip wires, spikes on the ground and other artificial items, said San Filippo.

Two Coast Guard safe boats and numerous crewmembers went to the targeted islands to confiscate the plants.

Physically locating the plants is a lot harder than one might expect, according to San Filippo.

"It's like a Louisiana swamp land on the islands," he added.

The crew was armed with machetes, bug repellent and sunscreen when they dredged through mud, water, thorn bushes and 7-8-foot tall weeds to achieve their mission.

After several hours in the relentless sun, the hard work paid off.

The coxswains maneuvered their boats with more than 95 marijuana plants back to Station Rio Vista.

According to Hughes, his crew realizes they're scraping the surface of what's out there, but he believes that they're doing everything they can to stop the problem. "Every little bit counts," he added.

The station turned the marijuana plants over to the Sacramento Sheriff's Department for destruction. Station Rio Vista plans to continue aggressively eradicating the plants with local law enforcement agencies.

Story and photos by PA1  
Veronica Bandrowsky,  
PAC Area



Crewmembers load up a safeboat with plants from the Sacramento River.



Station Rio Vista crewmembers drive their boat full of marijuana plants to the station.

## Coast Guard

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**Submissions:** We need your stories, photographs, comments and suggestions. Deadline for submissions is the 15th of each month. Articles will appear 1.5 months after that deadline. Submit your stories to: U.S. Coast Guard (G-IPA-1), 2100 2nd Street, S.W., Washington, DC 20593-000, or e-mail them to [cgmag@comdt.uscg.mil](mailto:cgmag@comdt.uscg.mil). For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 267-0928.

**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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BM1 Scott Leahy and MK3 Juan Gonzalez in front of the bales of marijuana recovered from the lobster boat Robino Wind.

## CGC Chandeleur recovers drugs

GREAT BAHAMA BANK, Bahamas, Sept. 11 — The crew of the CGC Chandeleur recovered approximately one ton of marijuana from a lobster boat and apprehended two suspected drug smugglers here today.

The Chandeleur was on a counter-narcotics patrol when they spotted the lobster boat Robino Wind. A boarding team was sent to board the boat. While underway, they saw the pilothouse of the Robino Wind ignite and two men jump into the water.

As the crew rescued the two men, the lobster boat became engulfed in flames. The crew of the Chandeleur came alongside the boat and extinguished the fire. The boarding team inspected the burned-out hull and recovered bales of marijuana.

The drugs and suspects were later transferred to the Bahamian Drug Enforcement Unit in Freeport, Bahamas.

Story and photo by Lt.j.g. Austin Cohoon, CGC Chandeleur

## WEBHOT!



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

Do you need a vacation? Are you up to your ears in paint and sandpaper? Have 1149s, PRs, OERs and the budget got you down? If so, the Morale, Well-Being and Recreation Web site is the thing for you!

On the site you'll find a list of all the Coast Guard recreation areas and temporary guest housing facilities in the country.

For example, a 4-bedroom, 2-bathroom house at Martha's Vineyard, Mass., close to the beach, is listed for as little as \$45 a night (rates based on pay grade).

Is skiing and hiking more your style?

Check out a 2-bedroom cottage at Lake Tahoe, Calif., for as little as \$40 a night.

But, wait! There's more!

The MWR site isn't just for vacationers. This is also the site to learn about sports programs, various training opportunities and get linked to the Coast Guard Exchange Web site.

Think your Web site is unique?  
E-mail the URL to  
[jzettles@comdt.uscg.mil](mailto:jzettles@comdt.uscg.mil)



TONY STONE PHOTO



## New building dedicated to fallen shipmate

HONOLULU, July 3 — Laura Thompson looks at the portrait of her late husband, AD2 David L. Thompson, during a dedication ceremony at Air Station Barbers Point here today. The station dedicated Thompson Hall, a new watchstander berthing facility to Thompson, who was killed while part of a flight crew that was lost while responding to a “mayday” call Jan. 7, 1982. Also killed were the pilot, Lt. Cmdr. Horton “Buzz” Johnson, and co-pilot, Lt. Colleen Cain. The new building is a 6,000 square foot facility that will house up to 16 people in 11 berthing rooms. It is equipped with a state-of-the-art dining area, recreational spaces and a laundry facility. Story and photo by Lt. Cling Trocchio, Air Station Barbers Point

# Around the world, around the clock

Compiled September 24  
**On Patrol**

The Coast Guard teamed up with Random House Children's Books and First Book to distribute 200,000 books to children from low income families in Seattle Aug. 15-16.

The CGC Storis, homeported in Kodiak, Alaska, celebrated its 60th birthday Sept. 30. The Storis is the oldest commissioned cutter in the Coast Guard's fleet.

The CGC Morgenthau returned to its homeport at Alameda, Calif., Aug. 26 after a five-month deployment to the Western Pacific. The Morgenthau is the first Coast Guard cutter to complete the full Cooperation Afloat Readiness and Training deployment. The exercises with foreign navies focused on building friendships and strengthening professional skills.

Station New Orleans unveiled its new search and rescue equipment Sept. 9 at the station's boat ramp: jet skis. The jet skis, which are part of a six-month test project, can reach speeds of 70 mph and will be used to assist with search and rescue in shallow water and as quick response vessels for law enforcement operations.

The CGC Nantucket, assisted by the CGC Spencer, repatriated nine Cuban migrants to Bahia de Cabanas, Cuba, Sept. 27. The migrants, who were floating on a homemade raft without food and water for three days, were initially spotted by a patrolling C-130.

The Coast Guard honored internationally known historian William Wilkinson with the Meritorious Public Service Award at MSO/Group Philadelphia Sept. 13. Wilkinson was honored for decades of support for the Coast Guard's history program. The award is one of the highest granted to members of the public.

An HH-60 helicopter flight crew from Air Station Elizabeth City, N.C., medevaced a Navy sailor with appendicitis from the USS Gettysburg Sept. 25. Shortly after, a Navy helicopter rescued a mariner in distress 40 miles off the coast of Currituck, N.C.

Station Fort Lauderdale, Fla., hosted 45 Naval Sea Cadets Sept. 28 for a hands-on training day. Cadets were trained on radio watch-standing, first-aid, underway boat training and daily operations of a small-boat station.

### FY '02 By the numbers

Lives saved 3,281  
SAR cases 6,444  
Marijuana: 39,666 pounds  
Cocaine: 116,570 pounds  
Migrants: 3,922  
Security Zones: 99

SOURCE: G-IPA-2

# Coast Guard helps Navy win the gold

MILLINGTON, Tenn., Sept. 14 — Four Coast Guardsmen helped the Navy win the gold medal with an undefeated record at the 2002 Armed Forces Volleyball Championship held at Naval Support Activity Mid-South here today.

Lt. Kerry Karwan Galman from Marine Safety Office Houston; Lt. j.g. Anne Grabins, Fifth District Office of Aids to Navigation, Portsmouth, Va.; Lt. j.g. Natalie Magnino, Eighth District Public Affairs, New Orleans; and GM1 Kilohana Akim, Pacific Area Armory Detachment Honolulu competed as members of the Navy women's volleyball team during the week-long tournament, where they maintained an undefeated record of 6-0.

Each match was the best three of five games to 25 points. Navy lost only four of the 22 games they played.

The highlight of the tournament for the Coast Guard came during the second match against the Marine Corps when four of the six players for the Navy were Coast Guardsmen.

The team spent three weeks at Naval Air Station Patuxent River, Md., training for the tournament. The training included seven to eight hours of rigorous prac-

tice each day and scrimmages against Washington, D.C., and Baltimore area universities as well as members of the D.C. Dragons, a semi-professional women's team.

"By the end of training camp, everyone was primed, and on the first day of competition, we functioned like a well-oiled machine," said Grabins, a middle hitter and blocker for the team. It was amazing to see the results of each teammate's dedication and hard work, she added.

This year's Navy team had the largest number of Coast Guard players to date, comprising more than one-third of the roster.

"Coast Guard players have always been exceptional players," said Morris Davis, a retired Navy chief and head coach of the team. "It's been a great experience to have them."

The Navy sports program offers opportunities for Coast Guard members to compete in areas that the Coast Guard sports program does not offer.

"It's one of the few opportunities for higher-level competition in a sport that you love," said Galman, a right-side hitter.

"Winning the gold was the perfect way to end an awesome experience!" said Akim, a defensive specialist for the team.

This is the Navy's second gold medal in the past three years.

To learn more about Coast Guard and Navy sports programs, check out the Morale, Well-Being and Recreation Web site at [www.uscg.mil/mwr/](http://www.uscg.mil/mwr/) or the Navy MWR Web site at [www.mwr.navy.mil/mwrprgms/sports.htm](http://www.mwr.navy.mil/mwrprgms/sports.htm).

Lt.j.g. Natalie Magnino, 8th Dist.



WAYNE SMITH, NAVSUPPORT MID-SOUTH



USCG PHOTO

*Left:* Coast Guard players for the Navy at the Armed Forces Volleyball Championship pose with their gold medals. From left to right are GM1 Kilohana Akim, Lt.j.g. Anne Grabins, Lt.j.g. Natalie Magnino and Lt. Kerry Karwan Galman.

*Top:* Navy Lt. Marsha Heineman puts the ball to the ground in "a kill" against the Air Force.

*Right:* Lt.j.g. Anne Grabins serves the match point of a five-game series against the Air Force.



WAYNE SMITH, NAVSUPPORT MID-SOUTH

Life-saving made better

# Rescue 21 to revolutionize Coast Guard communications

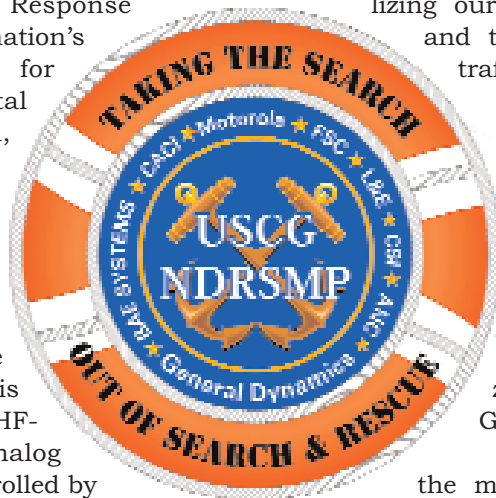
WASHINGTON, D.C., Sept. 24 — Adm. Thomas Collins, Coast Guard commandant, today announced the award of a \$611 million contract to General Dynamics of Scottsdale, Ariz., for the production, deployment and support of “Rescue 21,” a modernization of the National Distress and Response System. Rescue 21 will be the nation’s primary maritime “911” system for coastal waters of the continental United States, Alaska, Hawaii, Guam, Puerto Rico, and navigable rivers and lakes within the United States.

The Coast Guard currently uses the National Distress and Response System to monitor for distress calls and coordinate the search and rescue response. This system consists of a network of VHF-FM antenna high-sites with analog transceivers that are remotely controlled by regional communication centers and rescue boat stations providing coverage out to approximately 20 nautical miles from shore in most areas.

Rescue 21 modernizes the technology of this system for the 21st century to enhance the public’s maritime safety. Today, more than 80 million boaters on 13 million vessels use our waters, the greatest number in our history. More Americans have access to and are utilizing our waterways for recreation, commerce and tourism, resulting in more waterways traffic, and therefore, emergencies.

Annually the Coast Guard conducts 40,000 search and rescue cases and saves 4,000 lives. Most emergency service agencies are now equipped with state of the art communications systems that make it easier to be contacted by the public, to identify callers and to provide interoperability with internal branches and external organizations. Rescue 21 gives the Coast Guard this same capability.

“Simply put, this new system will be the maritime equivalent of a ‘911’ system, enhancing maritime safety, by helping to minimize the time that search and rescue teams spend looking for people in distress, and that means saving more lives,”



Locations and dates Rescue 21 is scheduled to be established:





GENERAL DYNAMICS DECISION SYSTEMS

A Coast Guard member observes two computers displaying the new Rescue 21 system.

said Secretary of Transportation Norman Mineta.

The Rescue 21 deployment will begin in the Atlantic City, NJ, and Eastern Shore regions. Concurrently, the system will be deployed in the Seattle, Port Angeles, Wash., St. Petersburg, Fla., and Mobile, Ala., regions. The deployment for the coastal waters of the continental U.S. will be completed by September 2005 with all regions completed by September 2006.

When Search and Rescue operations are initiated, time costs lives. Rescue 21 will reduce response time while maximizing communications.

Rescue 21 also will assist the Coast Guard in enforcing laws, preventing terrorism and security threats, and reducing the damage threatening the marine environment. This will be accomplished by:

- ▶ Filling in coverage gaps in the current VHF-FM system.
- ▶ Increasing channel capacity, which allows for simultaneous communications on six channels (including VHF 16). Using the current system, a distress call can be stepped on by a stronger signal, making the distress call unheard.
- ▶ Including Direction Finding Equipment that will pinpoint a distressed vessel to within plus or minus two degrees.
- ▶ Having Digital Selective Calling capability that will instantly transmit a vessel's name, exact location, nature of distress and other vital information when used in conjunction with an integrated Global Positioning

System receiver and properly registered Maritime Mobile Service Identity number.

- ▶ Digitally recording communications for instant playback.
- ▶ Reducing system down time, and allowing critical function recovery within 24 hours and full system recovery within seven days following natural disasters, accidents, etc.
- ▶ Allowing for interoperability with other federal, state, and local agency communications systems.

"Rescue 21 represents a quantum leap forward in coastal command and control and distress communications. It will enhance our homeland security capabilities as well as other safety and security missions bringing tremendous benefits to the Coast Guard and the American public," said Admiral Collins. "Rescue 21 has come at the right time. It will have a positive impact on all our mission areas resulting in improved performance and a safer, more secure nation."

The Sept. 11 attacks highlight the importance of Homeland Security, a mission requiring greater interoperability with the states and other federal agencies. The public's recreational boating, maritime safety, and port protection requires that the Coast Guard have the capacity to operate, cooperate and coordinate with all its emergency, law enforcement, national security and maritime environmental protection partners.

Lt. Ron Mench, G-IPA



Coast Guard Commandant, Adm. Thomas Collins, discusses the Rescue 21 communications system during the contract award announcement Sept. 24. Also pictured, from left, are Secretary of Transportation Norman Mineta, congressman Frank LoBiondo, Chairman of the Subcommittee on Coast Guard and Maritime Transportation, and Ken Dahlberg, executive vice president and group executive of General Dynamics Information Systems and Technology group.

<b>Comparison Chart</b>			
	<b>Capabilities</b>	<b>Existing NDRS</b>	<b>Rescue 21</b>
<b>Monitor Distress Calls</b>	Continuous Uninterrupted Channel 16 VHF-FM Guard Channel 70 VHF-FM DSC Communications Coverage Direction Finding	No No Numerous Gaps No	Yes Yes 20 nautical miles Yes
<b>Alert Response Assets</b>	Automatic Asset Tracking Data Communications	No No	Yes Yes
<b>Coordinate Response Activities</b>	Public Safety Interoperability Full Coverage Protected Comms Automatic Marine Broadcasts Geographic Display Number of Simultaneous Communications Channels Archiving/Recording Operational Availability Recoverability	No No No No 1 Voice unknown No Systematic Plan	Yes Yes Yes Yes 6 Voice/Data 99.50% 24-hours for critical functions





# U.S. Coast Guard

Other Agency  
Dispatcher

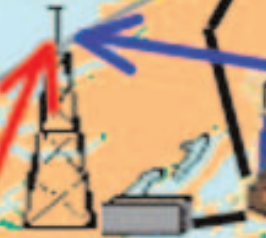


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Telephone  
Connection  
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CG OPCEN



# Rescue 21 System

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MP  
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(BLACK)



Protected  
Voice & Data  
(RED)



Marine Band  
Voice & DSC  
(BLUE)

# AFTER THE STORM



**A** family of three is sitting on the roof of their home, which has now taken on the appearance of an island. Just earlier, the family headed to the rooftop to avoid being swept away by raging floodwater caused by hours of rainfall. The family was happy even to have a roof. High winds blew the roofs off many of the homes in that same neighborhood. Roads were made impassable. People huddled and pondered escape routes. The area was deemed to be in a state of emergency.

Help was on its way, however. Despite being miles away from any major coastline, the Coast Guard was providing that help. The crew of Marine Safety Detachment Peoria knows this scene all too well. Each year, they respond to a variety of emergency situations, including floods. After a storm, when people such as that family of three sitting on the roof of their home need a helping hand, MSD Peoria is there reaching out.



PA2 Chad Saylor, D8

**Story by PA2 Chad Saylor, 8th District**



Situated between Chicago and St. Louis is MSD Peoria. The MSD is responsible for a 123-mile stretch of the Illinois River. It also is accountable for maritime inspections along the Mississippi and Missouri Rivers.

The detachment's primary missions include marine inspection, port safety, marine environmental protection, and homeland security. But, it's another mission that has been making headlines for the unit.

MSD Peoria is uniquely equipped to handle flood responses, and when storms strike their area of responsibility, the unit's personnel respond as part of its Disaster Assistance Response Team.

Typically, the DART consists of

16 Coast Guardsmen, mostly reservists, who man six 16-foot, flat-bottomed, trailerable, aluminum shallow boats called punts. These boats are equipped with 25-horsepower engines.

When needed, the DART allows personnel the opportunity to combine many of their daily functions with non-traditional forms of their missions. The teams perform search and rescue functions, assist in evacuation efforts and transportation of other emergency services personnel, assist law enforcement and other rescue agencies, and perform marine environmental protection tasks.

The DARTs have become perma-

nent aspects of other marine safety offices and detachments throughout the eighth district as well.

Currently, 11 marine safety offices and detachments have punt boats ready for deployment. The Eighth Coast Guard district is the only district currently equipped with these assets.

In May 2002, MSD Peoria's DART was called into action when record flood levels threatened nearby Beardstown, Ill., and adjacent communities. Lt. Francisco Rego, supervisor of MSD Peoria, said days of constant rain caused water levels to reach 29 feet, which is nearly 15 feet above the flood stage. Rego said the Illinois River usually averages

**“Performance is important. We have worked hard through the years to ensure the tax-paying community gets the respect and professionalism they deserve from us,”** said Hamilton.

**COMMUNITY HELP** *Left:* MST1 Dave Hamilton talks with locals from Havana, Ill., about their flood preparations. *Below:* Hamilton and PS3 Jerry Ferguson assess river conditions in Havana.



PA2 CHAD SAYLOR, D8



PA2 CHAD SAYLOR, D8

about 12 feet and normally is closed to traffic when it reaches 24 feet.

Rego, who has been in charge of the MSD since June 2001, said this year's large-scale flood response required the coordination of many agencies. Through strong communication with the community, the DART has increased its response capabilities for possible future flood response situations.

Working with a DART in flood conditions is nothing new to MST1 Dave Hamilton, a reservist at the MSD, who has lived in Peoria since his entry into the Coast Guard in July 1985. Hamilton said he's seen his share of bad floods, and appreciates the cooperation the unit


receives from the community.

“I have worked some pretty severe floods in my time. From industry to the civilian side, all (mariners) adhered to the notices regarding the closure of the Illinois River, which made our job easier.”

As a coxswain of MSD Peoria's 17-foot patrol boat, Hamilton knows how important their job is in the community. During his patrols along the flooded river, he would check to make sure the residents living near the water were doing OK.

“The community, in my opinion, has a lot of respect for the Coast Guard here in the Peoria area,” said Hamilton. “We have worked hard through the years to ensure the

tax-paying community gets the respect and professionalism they deserve from the Coast Guard. We have a large area to cover, and when you get a flood, it's tough to be everywhere at once. We make sure areas of concern are addressed first.”

The MSD is always looking for ways to better serve the community. After May's flooding, Rego said the Peoria area has seen that they have this type of flood rescue resource available in their community. Coast Guardsmen in small, punt boats might not be what the public is used to, but after the storm, when the waters start to rise, they'll be a welcomed helping hand. 

On the morning of July 7, FS2 Ignatius Baran departed his current duty station at Coast Guard Headquarters and headed to his new duty station in Juneau, Alaska. But, Baran didn't travel by plane, train or any other conventional method. He traveled 4,126 miles in 36 days with nothing more than a bike and the gear on his back. This is the story of his . . .



# trek across north america

Story by FS2 Ignatius Baran and  
PA3 Russ Tippets, 17th Dist.





TONY STONE DIGITAL IMAGERY

## the Journey begins

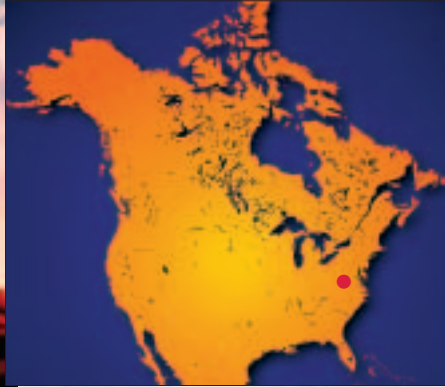
July 7

**Journal:** I started out at the Washington Monument in Washington, DC. I continued on through the city, passing monuments I would not see again for quite some time. Heading to the zero milepost in Georgetown, I picked up the Chesapeake and Ohio Canal. This was the only

planned part of my trip; the entire 184.5 miles of the canal.

...parting from the blacktop of the city, I took to the dirt trails of the canal. I have had so many memories of riding and training along the canal. As I passed all the things I had become familiar with, I realized I would only be seeing them once, this was a one way trip ...

I spent two nights camped along the C&O. I met lots of interesting folks. A lady named Yoshi was the first person to offer to fill all my water bottles. She also made me a few sandwiches and gave me some fresh fruit for the road. There really is a lot of kindness left in the world beyond the maze of concrete and steel.



**“I ate jars of peanut butter. I kept a tub of it in my forward handlebar bag so I could spoon it out while riding along ... Raman noodles was another staple. I would stop and pick up apples and bananas as needed ... I think I was fed by strangers about a dozen times throughout my trip ... There were a few occasions I would treat myself to a pint of Ben and Jerry’s as well!”**

## by the campfire

**Journal:** I stopped at a campground atop a mountain pass in Pa. I spoke with the manager about where I could set up a tent for the night, and I was directed to a spot not too far away.

“Just head up to that picnic table, its on the house, cyclists are always welcome,” he said.

I set my bike down and wandered up farther to where the motor homes were parked in search of a hose or something to rinse off with.

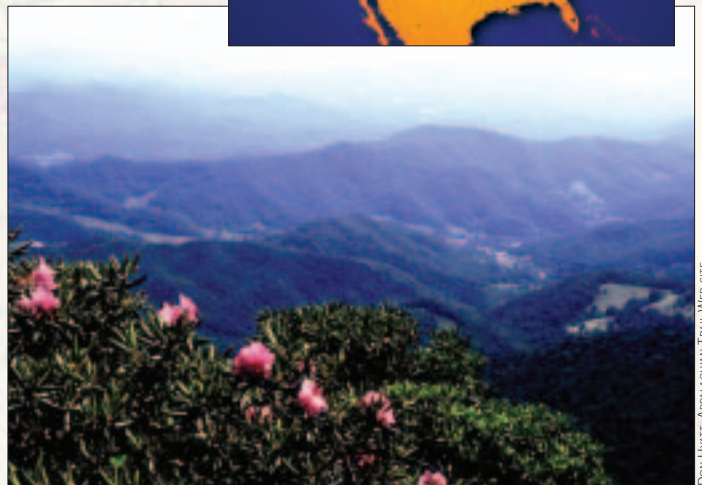
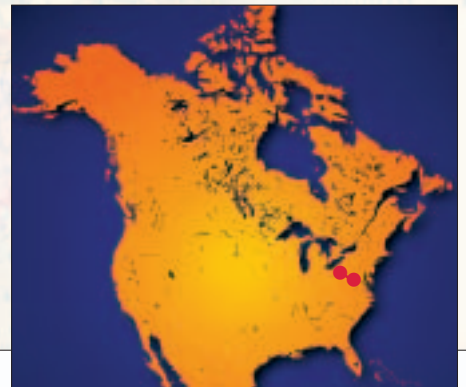
I approached a group of people outside their motor home and asked if they knew of a spigot I could rinse off with. We started talking, and they offered me the use of the shower in their motor home. I accepted and, after cleaning up, sat down and talked further with them. They prepared

some food for me and then offered the fire pit and trailer deck to me for the evening. They parked their trailer there for a few months each summer. They left, and I pulled my bike up, kept the fire going and slept in a sleeping bag on their deck chair.

I sat by the blaze of a campfire offered to me by some kind people. My clothes dried in the heat.

It seemed the farther away from the city I got, the more hospitable people I meet became.

July 9



DON HWITZ, APPALACHIAN TRAIL WEB SITE

## along the mighty mississippi

July 21

**Journal:** Rolling out of bed very tired the next morning, I headed back down state highway 96 and picked up US 136 and crossed over the Mississippi River.

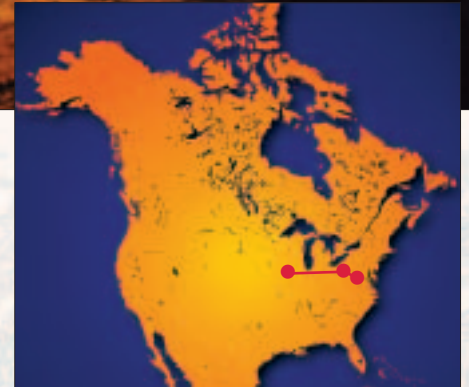
I entered into Iowa and went down to the river to dip my front tire in the river. A tradition I picked up from the registered annual great bike ride across Iowa; an event I participated in during summers in the late 80's. The front wheel would be dipped in the Missouri River and the rear in the Mississippi. I was just going the opposite way this time.

While riding down at the river I noticed some Coast Guard buoy tenders and saw signs toward the station. I stopped in to say hello to those on duty. The people at Station Keokuk were a very friendly group. They suggested a great place to eat



in town; the 4th street cafe ... Thanks! It was great food.

After fueling up, I headed back on US 136 into Mo. I followed 136 all the way across Mo., dipping my rear wheel in the river upon leaving the state.



## dangers of the road

July 25

**Journal:** Kansas was the most eventful portion of my ride. I had an incident with a semi and a zealous airhorn honking driver in W. Va., but for the most part everyone we very courteous. While riding along, just east of Bird City, Kan., I was shot at by three people in a pickup truck. Bang! I flinched but kept on riding. At first, I thought it was a very well timed firecracker,

but looking up, I saw a handgun being pulled back through the window by the passenger.

At 70 mph, they were going too fast for me to get a look at their license plate which was partially concealed by a flat-bed trailer with no plate. The shot was close, I had felt the muzzle blast across my face and temporarily lost the hearing in my left ear.

I continued to ride until I reached a town where I reported the incident to the sheriff.

I had gone into the trip knowing full well I would face the dangers of ignorant drivers and gun wielding yokels. I had planned on being shot at at least once, it was just a matter of where.

I was still a little shaken though and thought it best to ride as far from that spot as I could. I ended up riding into Colorado and well into the night, putting in a total of 240 miles before pulling off the road and crawling into a sleeping bag.

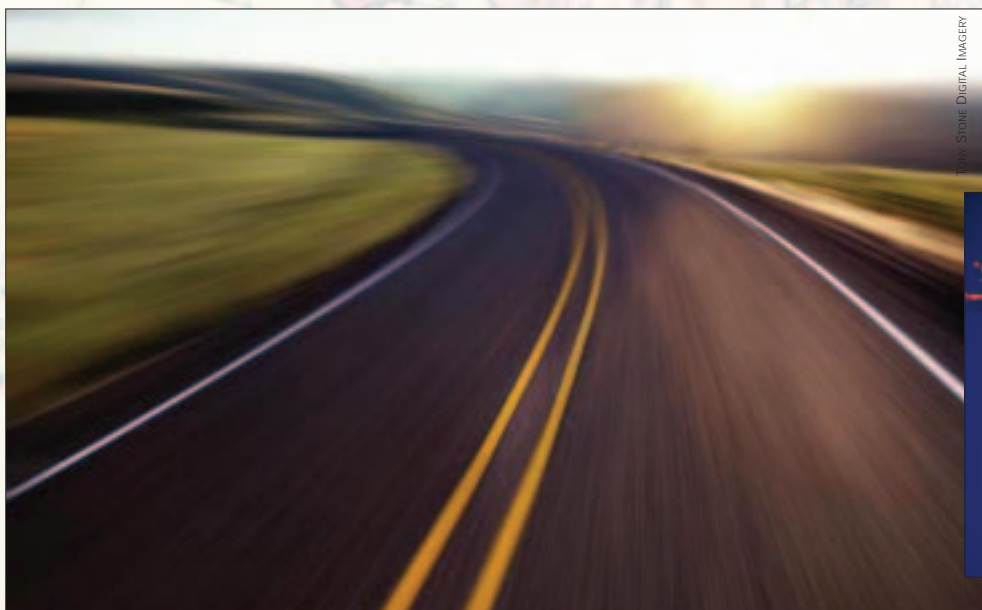


PHOTO: STONE DIGITAL IMAGERY



## passing the western wild fires

July 29

**Journal:** I turned onto state highway 318, which turned into almost 30 miles of sandy gravel road ... fun stuff.

I started to encounter the Western fires along this route. I saw black smoke billowing into the sky on the horizon...

Everything was black...

The smog and smoke from the fires is so bad I couldn't see the Rocky Mountains until I was right on them.

I crossed into Utah taking state 191 into Wyoming, then back into Utah on 44 W and traveled around the Flaming

Gorge National recreation area. Parts of the park were devastated by wild fires. I was lucky, one section of road by the

Flaming Gorge Dam had just been reopened.



WINGS IN THE FLAMES PHOTO

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**“In the middle of the night, I was awoken by the skittering of something along the length of the tarp I was sleeping atop. I laid still and listened. Then the furry critter ran up my back and stopped atop my head as I laid motionless in my bivy. I moved, and whatever it was ran back into the tall grasses around that surrounded me.”**

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## Journey's end

aug. 11

**Journal:** When I saw the sign welcoming me to the port town of Prince Rupert, British Columbia, I knew my journey was coming to a close. Tomorrow I will begin my three-day voyage to Juneau.

So much has happened along the way. I have experienced many acts of kindness from strangers, I have beaten the harsh elements of nature, survived the ignorance of certain individuals, and overcame mental and physical hardships that threatened to block my path. I am grateful to my friends and co-workers for their words of encouragement that drove me through the toughest parts of my adventure.

While in Washington, D.C., he worked on the commandant's staff and served at the White House and Pentagon. He is currently the special command aide for the 17th Dist. commander.

He said two of his future goals are to bike across Canada and, when he retires from the service, to reach every continent in a trip around the world. 



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Baran is an Idaho Springs, Col., native and has been biking since he was 12-years-old.

He has been in the Coast Guard almost 12 years, and his previous duty stations include Long Range Navigation Station Kodiak and the decommissioned CGC Tamaroa.



FS2 Ignatius Baran poses with his bike in Juneau, Alaska.

USCG PHOTO

# Pennies from heaven



Coast Guard Mutual Assistance recently received a generous gift of \$125,600 from the estate of retired BMCM Robert Caverly, who passed away in April 2002.

Caverly was born May 3, 1924, in Everett, Mass. A veteran of World War II, he enlisted in the Coast Guard Reserve in 1942 and served on active duty until 1946, when he received an honorable discharge.

In 1947, he enlisted in the Coast Guard and served continuously until his retirement in 1971 after more than 27 years of honorable service.

He accumulated more than 16 years of sea time, serving a majority of his

career in the First Coast Guard District. Caverly resided in Maysville, N.C., at the time of his death.

Coast Guard Mutual Assistance is a non-profit organization providing financial assistance to the Coast Guard community. It strives to promote financial stability and general well being of the people it serves.

On an average day, CGMA provides more than \$30,000 to 39 members of the Coast Guard family. In 2001, CGMA provided more than \$7.5 million in assistance to 9,835 individuals.

Since its start in 1924, CGMA has provided more than \$108 million in financial assistance. Ron Wolf, administrative director, Coast Guard Mutual Assistance

## chuckles



Three people you don't want to make mad.

**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



LUKE BLACK AND BOB WHITE, CHRONICLE TELEGRAM, ELYRIA, OHIO

## Ice, Ice Baby

Crewmen from Station Marblehead perform ice rescue training in front of the old station's boat house March 12, 1966. The boat house in the

upper right corner was later torn down to make way for the new station, which was built and dedicated in 1982.

# Small Stuff

## Fisher House Foundation, Inc. —

Families of patients at any of the military's medical centers or hospitals can now receive up-to-the-minute reports on a loved one through their own customized Web pages, thanks to Fisher House Foundation.

Fisher House Foundation, best known for its network of 30 comfort homes on the grounds of the military's major medical centers, has contracted with "CaringBridge," an easy-to-use Internet service that enables virtual patient visitation for those undergoing medical treatment. The service allows patients and their families to communicate with loved ones by establishing personal Web pages, complete with journals, photos and password protection.

"While the service is primarily for families staying at a Fisher House," Fisher House Executive Director David Coker explains, "We are making it available to any service member, active or retired, at any military health facility."

According to CaringBridge

founder Sona Mehring, CaringBridge allows patients and their families to better manage the sometimes overwhelming amount of communication necessary to satisfy the concerns of family and friends by giving them a free and private place on the Web to post updates on their condition and receive messages of hope and encouragement."

To enter the site, go to [www.caringbridge.org](http://www.caringbridge.org). For information on the Fisher House program and the locations of facilities, go to [www.fisherhouse.org](http://www.fisherhouse.org).

FHF Release

American WWII Orphans Network — Founded in 1991 by Ann Bennett Mix, and headquartered in Indianapolis, the American WWII Orphans Network is a nonprofit organization comprised of the Sons and Daughters of Americans killed or missing in World War II. AWON's mission is to locate and support American orphans of World War II and to honor the service and sacrifice of

their fathers and of all veterans. In World War II the deaths of more than 406,000 men left an estimated 183,000 American children fatherless. AWON has located almost 3,000 sons and daughters of men who were killed, as well as many of the family members. The organization has created a computer network of active, sharing individuals from all over the United States. The Network provides the following:

- A registry of orphans and families of World War II casualties
- National, regional and local conferences and gatherings
- Guidance to locating information from government records
- Publications, including "The Star" newsletter
- On-line network communication among American World War II orphans

Anyone interested in registering themselves or their parents in the database, or obtaining their newsletter [awon@aol.com](mailto:awon@aol.com) or [www.awon.org](http://www.awon.org).

The e-Nuclear Veterans News 13 APR

## Shipmates

**CGC Sedge:** Decommissioning scheduled for Nov. 15, 2002, in Homer, Alaska. All past crewmembers are invited. Looking especially for plank owners and former commanding officers. Any stories, photographs or memories would also be appreciated. Contact Ensign Timothy Sinuefield at Commanding Officer, CGC Sedge, Attn: Public Affairs Officer, P.O. Box 1365, Homer, AK 99603, (907) 235-5233 or [tsinuefield@d17cutters.uscg.mil](mailto:tsinuefield@d17cutters.uscg.mil).

**Iwo Jima:** A memorial service and banquet commemorating the 58th anniversary of the Marines landing on Iwo Jima will be held at the South Mesa Staff NCO Club, Camp Pendleton, Oceanside, Calif. Activities start at 4 p.m. Feb. 23, 2003. For more information, please contact the Iwo Jima Committee, 308 Aqueduct Court, Placentia, Calif. 92870-5469.

## Enlisted mutual transfer

# SWAP SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submission as space allows.

Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

Name	Unit	Desired Location	Phone
East Coast ET1 Melvin White SN Sonya Aguirre	CGC Thetis Training Center Cape May	Any shore or afloat unit in Portsmouth, Va. Any unit in Texas	(305) 292-8883 (609) 898-2697



SK1 RICHARD TORRES, CGC GENTIAN

### Housing

Government-owned housing is available for those members that meet the requirements.

### Facilities

ISC Miami maintains an exchange, bar, pool, gym, basketball and racket ball courts, as well as an on-base dental, medical and pharmacy facility.

### Education

Local ESO runs the CST's "brown bag university" for CLEP examinations.

### Weather

The average temperature is in the mid 70's to low 80's during the so-called winter months, and the high 80's during summer. Annual precipitation averages 55 inches.

# Greetings from The Caribbean Support Tender Gentian

The CGC Gentian was re-commissioned in 1999 as the Caribbean Support Tender. Homeported in Miami Beach, Fla., the CST's mission is to foster international cooperation and sustainable levels of operational readiness for regional maritime services throughout the Caribbean. The crew is comprised of six officers and 45 crewmembers, 13 of which are from regional maritime services. Like other white hulls, the CST spends 185 days away from homeport. Conversely, most of that time is spent moored in foreign countries. A typical 30-45 day deployment consists of seven foreign-country visits, with as many as seven days in each port. Since being commissioned, the CST's mission has taken the crew to the Bahamas, Haiti, the Dominican Republic, Puerto

Rico, St. Kitts, Antigua, St. Lucia, Barbados, Dominica, St. Vincent, Grenada, Trinidad, Suriname, Guyana, Venezuela, Panama, Costa Rica, Nicaragua, Honduras, Belize, and Jamaica. If hard work toward a unique mission and exploring new places sounds good, the CST welcomes you. In your travels, you will work hand-in-hand with members of various regional maritime services, meet new friends and learn the customs of their countries. While moored at Integrated Support Command Miami Beach, you can enjoy the prime real estate we call home. A few miles from South Beach, surrounded by movie stars and celebrities, liberty possibilities are endless.  
Ensign Robin Stotz, CGC Gentian

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



## **HOLDING ON**

Two potential Aviation Survival Technicians are hoisted through simulated rotor spray as part of their rescue swimmer training at AST school in Elizabeth City, N.C.

PHOTO BY TELFAIR BROWN, G-IPA