



CYPRESS TIMES

QUARTERLY NEWSLETTER



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TWAS THE NIGHT BEFORE ATON BY: LTJG JAKE BERTRAM

Twas the night before mooring, and all through the cutter
Both diesel engines were purring, smooth as fresh butter.
The tracklines were drawn by the navigator with care,
Pensacola, we knew, soon we'd be there.

The crew were nestled all snug in their beds,
While visions of FS1's donuts danced in their heads.
And after the midwatch I returned to my rack,
And just settled down for a nice morning nap.

When out on the buoy deck arose such a clatter,
I sprang from the rack to see what was the matter.
Away to the bridge I flew like a flash,
Tripped up the ladderwell and arrived with a crash.

The early morning sun gave off a faint glow
Barely illuminating the busy scene below,
When what did my tired eyes see before me
But the BMC and deck force all working feverishly,

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TWAS THE NIGHT BEFORE ATON

With a safety observer, so sharp and not long in the tooth,
I immediately recognized our BOSN Zeruth!
With confidence and swagger his commands came,
And he whistled, and shouted, and called all their names!

"Now Daley! now, Luizzi! now, Harding and Brown!
On, Martinez! On, San Diego! on Avans and Powell!
Rig the Crossdeck! Spot the Crane and slack the inhaul!
Break out the gripes, no not some of them, but all!"

And then, in an instant, I saw in a fix,
Gulfport Ship Channel Lighted Buoy number 6!
So quick and so skilled they pulled it over the sill,
They griped it and scraped it, oh what a thrill!

The buoy was all filled with water, a leak it had sprung,
Another week or two and it would have been done!
A full hull relief was certainly in order,
Obvious to everyone, including the EOW, Chief Porter,

BOSN spoke not a word, and never once did he fret,
And soon the new buoy was ready to set,
With a hammer to the pelican hook and a pull of the fid line,
We thrusted away, all in record time,

They cleaned up the deck, and we headed for port,
Relieved to be done with our work of this sort,
And as we sailed away, and secured the ATON detail,
I sat down at my desk, to pen this famous tale.



HAUNTED SHIP

BY: LTJG NATHAN WHITE

People laughed. People cried. Most people couldn't make it through the whole thing. No, I am not talking about the latest *Twilight* movie; I am talking about the CYPRESS' Haunted Ship event, hosted the 25th and 26th of October. Due to advertisements in the Gosport, on the radio, in the Pensacola News Journal, onboard NAS Pensacola, and throughout the city of Pensacola, over 2800 people were able to go into the Haunted Ship, with hundreds more being turned away. MANNA food bank was able to collect over 4,600 lbs of food to help the needy in the Pensacola area. This effort by the crew of the CYPRESS really shows its dedication to ensuring that they give back to the Pensacola area as much as possible.

That is not to say the crew went unrewarded for their hard work. We got to see DC2 Doerr and Robbins scare multiple college-aged men from the ship in their first 20 seconds of being onboard. We got to see a haunted hospital filled with the best child actors on this side of Hollywood. We got to see EM2 Labianca and BM1 Wright make every kid who went through scared to visit McDonald's ever again. And, not to forget, we saw EM3 Theriot make everyone hate pigs with his terrifying oinks.

Just as important as the crew, the dependents were crucial in making this event a success. There is no way the event would have been as successful as it was without their help. Thanks to everyone's imagination, excitement, and incredible endurance, CYPRESS' Haunted Ship will be remembered as one of the best events in Pensacola this year.

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- HARDING
- PARSONS
- HARPER
- PITCOCK
- AVANS
- HETRICK
- POWELL
- BAHN
- HUTCHCRAFT
- RIGBY
- BANKS
- JOHNSON
- ROBBINS
- BROWN
- KLINGLER
- SANDIEGO
- BUFORD
- LABIANCA
- SARNOWSKI
- BUTTERFIELD
- LANCTOT
- STEWART
- COCHRAN
- LITTLE
- STODDARD
- CRAVENS
- LIUZZI
- SUGGS
- CULPEPPER
- MARTINEZ
- THERIOT
- DALEY MAY
- WATKINS
- DOERR
- MCCORKLE
- WIDEMAN
- EVANS
- MCDONNELL
- WRIGHT
- GROSS
- OBRIEN

LINKS IN THE CHAIN

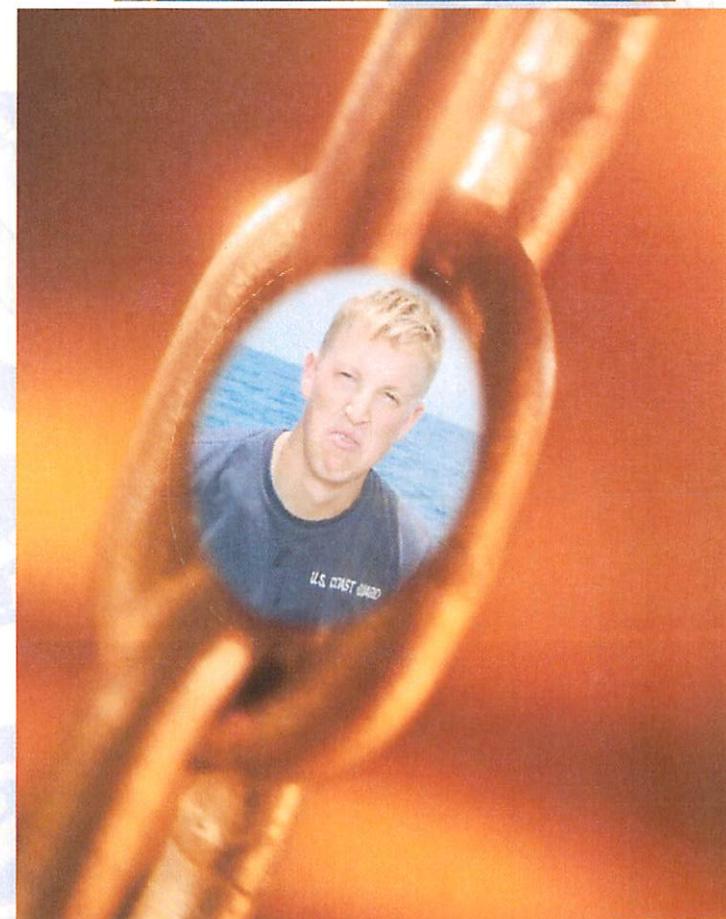
BY: LTJG CHRIS MONACELLI

Hello again, CYPRESS newsletter readers. This edition I will be focusing on the Ship's engineering watch personnel, the Oiler and the Underway Engineer of the Watch (EOW). Both are vital entities that keep the ship running smoothly while underway.

The Oiler and the EOW are responsible for making sure nothing goes wrong with the ship's machinery while underway. The Oiler watch is stood by the firemen (FN) and third class petty officers. Their primary job is to complete rounds every two hours while on watch to record machinery data and check on the status of equipment. They also verify tank levels to ensure there is enough fuel and water for the crew. Finally, one of the most important jobs of the Oiler is that they are first responders. If there is ever an incident on the cutter such as a fire or flooding, they will be the first ones on scene taking initial actions to combat the issue while the rest of the crew gets ready.

The EOW watch is stood by the engineering second, first, and chief petty officers aboard. As the direct representative of the engineer officer (EO) their primary objective is to ensure that the ship never loses propulsion or power. They are also the ones in charge of coordinating the plant status with the underway officer of the deck (OOD). Finally, the EOW is also a first responder in the event of a casualty.

So needless to say the Oiler and EOW imperative to the operation of the cutter underway. They are the oil that lubricates the ship's machinery. Therefore I would like personally thank all the Oilers and EOWs for their hard work and devotion to duty down in the hot pit known as the engine room and for making it possible for the deck and bridge teams to do their jobs. We salute you CYPRESS Oilers and EOWs!



1ST QUARTER RECOGNITIONS

DEPARTING CREW MEMBERS

As every one knows, as much as crew likes when new people arrive, it unfortunately means others must say goodbye. One of the most amazing things about the Coast Guard is that even though crew members come and go, there still is a good chance that we will serve with each other once again. So we would like to thank the following members for their hard work while stationed aboard CYPRESS and wish them good luck down the road ahead:

- 👤 SK2 GIDEON HUTCHCRAFT: Letter of Commendation
- 👤 DC1 GILBERT CALDERON



CREW MEMBERS AWARDS

We would like to recognize the following crew members who have received awards this quarter for their hard work, good conduct, and devotion to duty:

- 👤 LTJG CHRIS MONACELLI: Promotion to LTJG
- 👤 LTJG NATHAN WHITE: Promotion to LTJG
- 👤 LTJG BILL CAMPBELL: Promotion to LTJG
- 👤 MKC CHAD LANCTOT: Advancement to MKC
- 👤 DC2 ROBERT DOERR: Advancement to DC2
- 👤 DC2 MATTHEW ROBBINS: Advancement to DC2
- 👤 EM2 NICHOLAS LABIANCA: 3RD QTR Sailor of the Quarter
- 👤 EMC HARALD RONDESTVEDT: 5th Good Conduct Award
- 👤 MK3 BROOKE HETRICK: Sea Service Ribbon
- 👤 CYPRESS: Team Commendation Ribbon for Haunted Ship

NEW CREW MEMBERS

Welcome our new shipmates aboard mighty CGC CYPRESS:

- 👤 SK2 BRITTNEY SMITH
- 👤 DC1 CHAD KLINGLER
- 👤 BM3 JEFFREY WIDEMAN

CYPRRESS IN ACTION

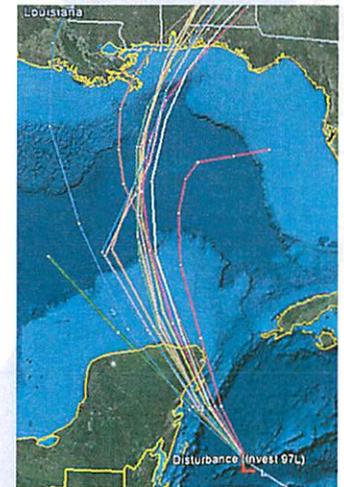


CAPTAIN'S CORNER

Greetings CYPRESS family and friends,

Happy Holidays, Merry Christmas, and Happy New Year! As 2013 comes to a close, I took the chance to reflect on the past year. It was certainly a year of change with a move from Washington DC to Pensacola, a return to sea duty and an ever destructive toddler crashing her way through our house. But as I reflected, I realized how positive these change were. I realized how lucky I am to be stationed with such a tremendous crew. So first off, thanks to everyone for your hard work this past year. I look forward to our continued success.

The past quarter was a busy one for CGC CYPRESS. We started out with a recall for Tropical Storm Karen. The storm formed quickly just outside the Gulf of Mexico and caught many by surprise. As seen in the picture to the right, most of the early models showed the storm making landfall near Pensacola. Luckily, due to strong wind shear and favorable weather conditions, it never turned into a hurricane nor made landfall. While CYPRESS' recall may have seemed excessive to some dependents that enjoyed the sunny calm weekend at home, getting underway was the safest thing we could do. Due to the Gulf's unique geography, CYPRESS has to get underway days in advance of any tropical system projected to make landfall near our homeport. This early departure allows us to transit safely to a hurricane haven and ride out the storm. In the wake the storm, CYPRESS would then usually be called upon to conduct an assessment of damaged waterways and repair the aids to navigation system. In this case, we were fortunate that Karen did not develop and we were able to return home after just a few days.



Following the Karen recall, we had a successful buoy run to Gulfport, MS where we made great headway on our scheduled work list before returning home to prepare for Haunted Ship. As noted in LTJG White's article, we had an awesome turn out for this event. Haunted Ship was a huge hit with the local community. I received extremely positive feedback from Navarre JROTC, MANNA food bank, and the Pensacola Chamber of Commerce.

CAPTAIN'S CORNER

In November, CYPRESS conducted a successful maintenance period. The crew was able to make excellent progress in repair work and preventative maintenance projects. In addition, CYPRESS completed a standard boat assessment for one cutter small boat and received excellent marks from the inspection team. We also accepted delivery of a new cutter small boat which will replace our obsolete utility boat. Bravo Zulu to the crew members who helped prepare for those evolutions.

December was also a productive month. We conducted a really successful Gunnery Exercise with our .50 calibers followed by a buoy run east in to Port St. Joe and Panama City. The crew's hard work allowed us to stay ahead of schedule. This proved particularly important when we received a discrepancy for a sinking buoy in Gulfport. Despite having to cancel a port call in Panama City, the efficiency of the crew's work allowed us to transit 14 hours to Gulfport, recover/relieve the sinking hull and make it home to Pensacola timely. The successful full power trial of the engines certainly didn't hurt our schedule and the extra boost of "ludicrous speed" allowed us moor two hours earlier than originally scheduled. To celebrate our success we then held a very well attended crew Christmas Party and Kids Breakfast with Santa morale event. I have continued to be very impressed with the crew's teamwork, attitude and performance. Keep up the good work!

Semper Paratus!
LCDR Amy Florentino