



CYPRESS TIMES

QUARTERLY NEWSLETTER



Points of Contact

Cara Doerr (OMBUDSMAN):
321-543-1347

Tricare:
877-874-2273

CDR Timothy White D8
Chaplain:
504-671-2001

Teresa Blais (EAP D8 Rep):
504-253-4711

AMIO 2012

BY: ENS CHRIS MONACELLI

During the month of July CYPRESS was underway for an alien migrant interdiction operation, aka AMIO patrol. The cutter patrolled the Caribbean Sea north of Haiti, with the occasional pass through the Canal de la Tortue keeping a keen eye out for conspicuous activity and making our presence known to the locals. While near Haiti, CYPRESS had a two day port call in Guantanamo Bay, Cuba to resupply and take a quick break. The beautiful island was a new port call for most of the crew, and it gave everyone a chance to relax, recharge, and contact their families. After two weeks CYPRESS got the O.K. to head back to Key West and our mission to deter migration from Haiti was successful. CYPRESS arrived back in Key West following a two day steam, where she was then tasked with deterring migration from Cuba. For about a week CYPRESS sailed through the Straits of Florida once again keeping a keen eye out for conspicuous activity. During this time CYPRESS was also used as a holding platform for other migrants that were found from smaller Coast Guard patrol boats. By the end of the week CYPRESS had a total of 11 Cuban migrants onboard, all of which were repatriated. After 3 weeks of deterring migrants CYPRESS was relieved of her AMIO duties, but her journey was not over yet. Once cut free CYPRESS steamed towards Cozumel, Mexico where an adrift NOAA buoy awaited. This was an exciting opportunity for the crew to visit the crystal clear waters of Cozumel. The cutter moored up Cozumel where the crew had a two day port call to relax and have fun. Right before leaving the NOAA buoy was brought on deck, and CYPRESS began to steam home. Finally, on July 26th the cutter and her crew moored safely in homeport after an exciting, yet long AMIO patrol.

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THE ADVENTURES OF HURRICANE ISAAC PART I

AUG 26TH - SEP 4TH

BY: LTJG PETER DOLTON

The last time that a hurricane with the letter "I" threatened Pensacola was back in 2004. Hurricane Ivan devastated NAS Pensacola and most of the Gulf Coast to the extent that the city has not quite recovered from it. Damage is still apparent on certain buildings on NAS. I personally experienced the fury of Ivan during an offshore sailing race I participated in as a member of the Coast Guard Academy's offshore sailing team. Riding a storm front at 30kts on a triple hulled sailboat was fun, but at the same time absolutely terrifying.

So when Tropical Storm Isaac started to head into the Gulf of Mexico, needless to say I had a little sense of uneasiness. I was fortunate to beat the rush to Wal-Mart for some last-minute hurricane supplies. Not being a native of the Gulf Coast I was caught off-guard when I started to see gas stations running out of gas. In the end with a little bit of work my house was as "hurricane-resistant" as it could be, so we settled in and waited to see where the storm would go.

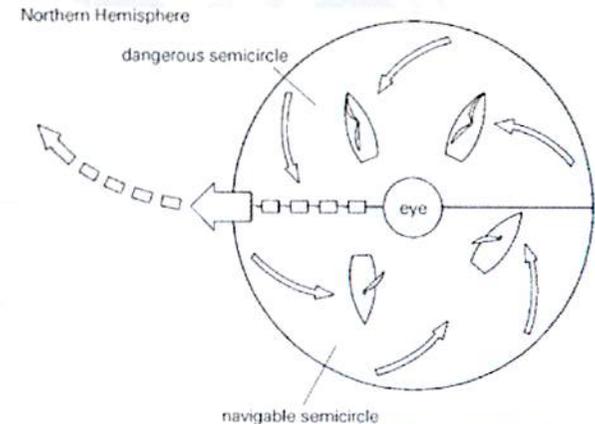
Part of CYPRESS' mission is to partner with the National Data Buoy Center (NDBC) and the National Oceanic and Atmospheric Administration (NOAA) to establish a network of buoys throughout the Caribbean and Gulf of Mexico that provide weather information that aid in the forecasting of storms. In fact, CYPRESS just recently went out to pick up one of these buoys that had been set adrift during Hurricane Isaac and fixed the electronics of two more so that they could continue to provide valuable weather information. Although these buoys play a vital role in storm and hurricane forecasting, there is a lot more that goes into it including satellite imagery, Air Force reconnaissance flights, and

computer modeling. However, despite all of the technology and forewarning, as we saw with Isaac, we really don't know where the storm is going to go.

That is why on Sunday the 26th of August CYPRESS decided to get underway for hurricane avoidance. Partially this was to help out a fellow ship, the CGC Decisive, who was in the middle of major engineering repairs and unable to start their engines or even move their rudder. Fortunately for us, they decided to tough out the storm in port since boat towing through hurricane weather is like being on a rough roller coaster ride for several days. With that decided, CYPRESS began to head west towards Texas and joined a fleet of several hundred large vessels who were likewise trying to avoid the storm. It was an impressive exodus and a little shocking sight to see that many ships gathered into one place.

If you were wondering why we went all the way out to Texas instead of just heading to the west coast of Florida the answer is twofold. The first reason is that until Monday or Tuesday the storm track was predicted to travel directly up the west coast of Florida and believe me, sailing a ship into the teeth of hurricane is not a safe experience, even for a well maintained ship like CYPRESS. Equipment damage and personnel injuries are extremely common when the seas start to get rough and we try to avoid them whenever possible.

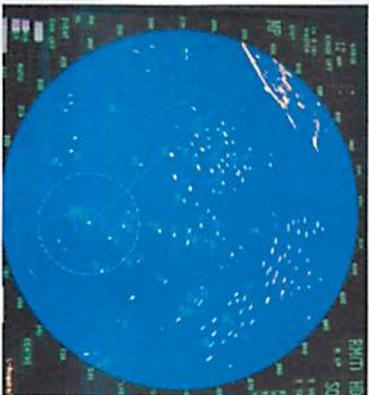
Secondly, CYPRESS wanted to ensure we stayed in the "navigable semi-circle" of the storm. Due to the counter-clockwise rotation and northward motion of hurricanes in the northern hemisphere, the winds and seas are always worse on the "right" side of the storm's track than the "left" (see figure for visual).



Since we started out on the "left" side, we had to continue left since every mariner will tell you that you don't want to cross the path of a hurricane; it's like playing chicken with a semi-truck. Had we needed to, we could have continued to run before the storm all the way to Mexico before turning south and returning behind the storm. If we had gone east instead we would have been sandwiched between a hurricane and land, or between a rock and a hard place for all you land lubbers. Instead we enjoyed a "leisurely" cruise to Texas and were in perfect position when it came time to do our part with the rest of team CG to open up the Mississippi, Gulfport, Horn Island Pass, and Mobile so commerce could flow again.

Pictures of the trip can be seen on page 3. Tune in next time for Part II of The Adventures of Hurricane Isaac : The recovery with special guest star, the exploding hydraulic line.

HURRICANE ISAAC PICTURES



EXCITING LOCAL EVENTS IN OCTOBER

BY: YN3 KATHLEEN THOMPSON

There are so many exciting events happening in the Pensacola, FL and surrounding areas for October. Now that the Cypress is officially located in Pensacola, this would be a good time to let you know a little more about these events. Most of the events are family friendly and non-expensive if not free. There are Halloween inspired events, Oktoberfest, art festivals, and more. The website for a particular event will be in blue under the event description.

4th Annual Songwriter's Festival: October 2nd-7th @ 735 Pensacola beach blvd

Get the stories behind the songs as you enjoy beautiful Pensacola Beach.

<http://www.pensacolabeachsongfest.com/>

Cole Bros. Circus: October 4th-7th @ Pensacola Fairgrounds

Exciting for all ages. Prices: General Admission \$16

Free ticket for one child under 12 on website

<http://www.colebroscircus.com/>

Perdido Key Oktoberfest 2012: October 5th-6th @ 13200 Gulf Beach Hwy

Traditional German food, music, games and of course beer under autumn skies.

Fun for all ages! Entrance is free. Beer sampling wristband is \$20 for 10 tickets.

<http://www.visitperdido.com/oktoberfest>

Art & Wine Weekend: October 6th-7th @ 735 Pensacola Beach Blvd

Pensacola Beach transforms into an artist's village and wine lover's retreat.

<http://www.pensacolabeachchamber.com/>

Haunted House Walking and Trolley Tours: October 12th-13th, 19th-20th, 26th-27th @ Pensacola Historical Museum, 115 E. Zaragoza St.

The ghosts of downtown Pensacola are waiting! \$5 per person. Pre-paid reservations are required. Call 850-595-1559 to reserve a spot

<http://www.historicpensacola.org/default.cfm>

Pensacola Interstate Fair: October 18th-28th @ 6655 Mobile Highway, Pensacola, FL

Fun for the whole family!! Military appreciation night on October, 21st.

General Admission \$11/adult, \$5/ages 3-11, free/under 3

<http://www.pensacolafair.com/oct21.html>

Boo at the Zoo: October 20th, 21st, 27th, & 28th @ 5701 Gulf Breeze pkwy, Gulf Breeze, FL

Designed for a younger audience. Halloween entertainment and costumes encouraged. Admission: \$10

<http://www.gulfbreezozoo.org/zooboo>

Halloween Trolley Tours: October 12th-13th, 19th-20th & 26th-27th @ 1401 E. Gregory St., Downtown Pensacola, FL

Join the Blood Red Trolley on a spooky tour of Witches, Ghosts, and demons of the past. \$20/adult, \$5/child

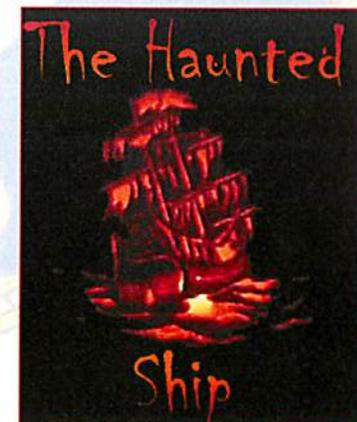
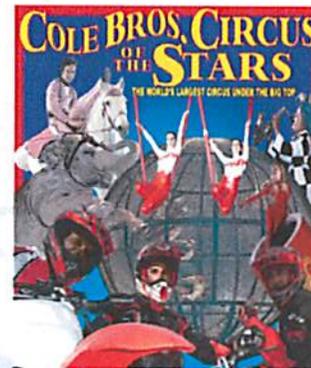
<http://halloweentrolley.com/>

CGC Cypress Haunted Ship and Pier side Carnival: October 26th-27th @ Palafox Pier, Downtown Pensacola, FL

Free Admission. Loads of scares, games and baked goods for sale.

Below is the link to the Pensacola Calendar of Events:

<http://www.visitpensacola.com/events/events>



LINKS IN THE CHAIN

BY: ENS CHRIS MONACELLI

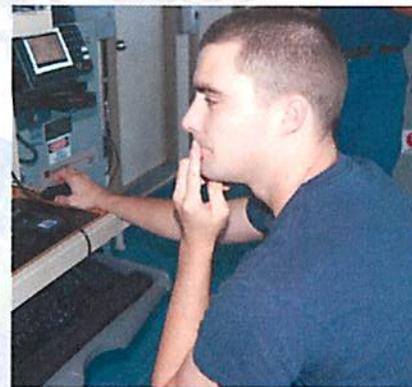
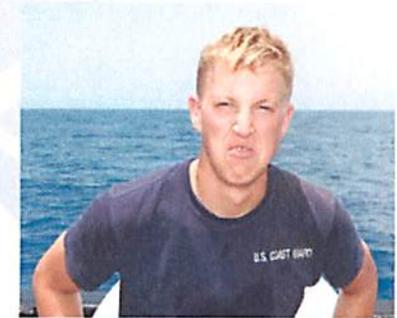
Hello again, CYPRESS newsletter readers. This edition I will be focusing on the Ship's engineering watch personnel, the Oiler and the Underway Engineer of the Watch (EOW). Both are vital entities that keep the ship running smoothly while underway.

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.

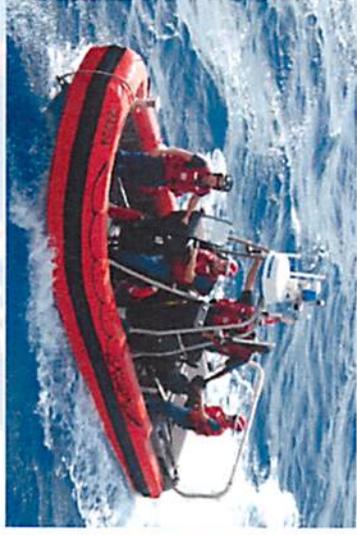
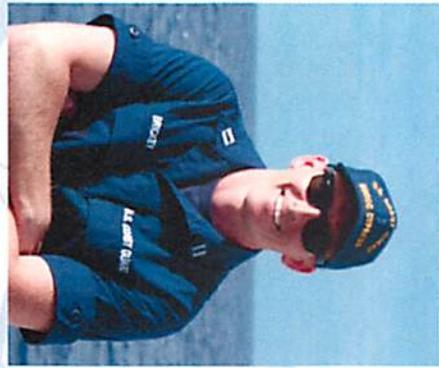
The EOW watch is stood by the engineering second, first, and chief petty officers aboard. As the direct representative of the engineer officer (EO) their primary objective is to ensure that the ship never loses propulsion or power. They are also the ones in charge of coordinating the plant status with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

Next issue look for the Ensigns and the Chief Boatswain Mate



CYPRRESS IN ACTION



CAPTAIN'S CORNER

Hello CYPRESS family!

My last Captain's Corner was drafted during our Alien Migration Interdiction Operation patrol for District Seven back at the end of June. We obviously successfully completed that and were able to get a foreign port call in Cozumel, MX after the patrol. The reason we went there was to retrieve a NOAA weather buoy that had gone adrift and was recovered by the Mexican Navy. NOAA was happy to get their buoy back and not have to pay shipping for it.

The quarter has been typical of most cutters and of a buoy tender. The crew has performed a lot of maintenance, prepared for and hosted inspection and groom teams, and has conducted our primary mission of servicing aids to navigation (ATON).

We're in the south on the gulf coast and it still is hurricane season, though we're past the peak. You may remember a little storm named Isaac. It should have enforced the fact that weather can be a bit hard to predict and Isaac's storm path forecast was constantly being updated. In hindsight, we could have stayed in Pensacola, but in the face of a storm, we can't rely on hope. We have to relocate the ship to where it will be safe and able to respond to the needs of the citizens. We had an oh-so-wonderful trip over to Galveston where we saw a lot of other ships who also knew not to rely on wishful thinking and had headed there for safety. After the storm made landfall, we proceeded back to the Mississippi River entrance in not so favorable sea conditions in order to do our ATON job. We ran the lower part of the river up to Venice to assess the ATON prior to the Captain of the Port opening the river to traffic. Lucky for us, our buoys weathered the storm well and remained on station. We then worked our way to Horn Island Pass (the entrance channel for Pascagoula, MS) where our buoys there were not so fortunate. The crew worked long days including responding to a major hydraulic oil leak in the engine room. We lost propulsion and remained anchored by a buoy sinker and one of our own anchors until the engineers, with a taxi ride by Station Pascagoula, were able to obtain a new hose and install it. That was a long day. We celebrated Labor Day by laboring. But then we were done and back at home.

Cara Doerr is the new Ombudsman and I thank her for stepping up and serving.

I urge all of you to participate in our Representative Republic, stay informed on the issues, and VOTE! We have elections in November. The Presidential race gets all the focus but elections at all levels have consequences, so vote for your candidates and issues.

We have a lot going on in the 1st quarter of FY 13 with a Haunted Ship event for charity and a couple holiday parties (one for the kids, and one for the big kids (i.e. adults), as well as ATON, NOAA and Navy support missions, and our Command Assessment of Readiness and Training.

We rely on and appreciate you. You allow us to stay focused on the job of being a Coastie.

Semper Paratus!

**-LCDR Paul Morgan
Commanding Officer**