

# USCGC CYPRESS

## “STRONG ARM OF THE GULF”

2ND QUARTER 2015

01 APRIL 2015

### *CYPRESS Services the Caribbean*

By: *ENS Lindsay Grim*

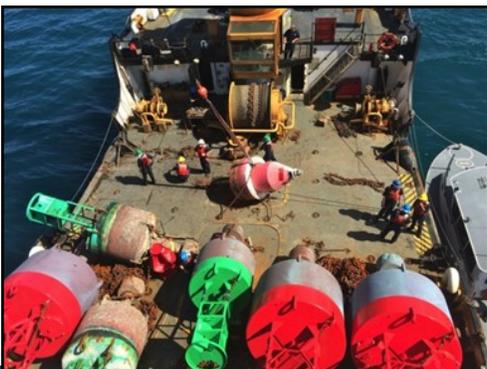
This January, CYPRESS assisted Coast Guard District 7 by servicing buoys located throughout the Caribbean. We traveled over 3,000 miles round trip in 23 days, working ATON from Guantanamo Bay, Cuba through Haiti and Puerto Rico all the way to the U.S. Virgin Islands. During the trip, CYPRESS serviced 28 aids including 12 reliefs, discrepancy response for a sinking buoy on the south coast of Puerto Rico, and two shallow water aids in conjunction with the dive team from GTMO Naval Base.



*Above: CYPRESS moored St. Thomas, U.S. Virgin Islands*



*Above: Local Cuban wildlife  
Right: GTMO: Pearl of the Antilles*



*Above: Haitian small boat alongside.*



*Left: Small boat ops in Bahia de Guayanilla, Puerto Rico.*

*Below: ATON in Port-Au-Prince, Haiti*



#### INSIDE THIS ISSUE:

Caribbean Patrol	1
Memorial Ceremony	2
Conn, Main Control	3
Captain's Corner	4
San Sebastian Fest	4
Live Fire Fighting	4
Law Enforcement	5
Hurricane BBQ	5

Along with ATON and training, CYPRESS expanded her multi-mission foot print throughout the trip. The law enforcement team supported Sector San Juan by conducting recreational vessel boardings in U.S. waters both in Puerto Rico and U.S. Virgin Islands. Supporting international relations, CYPRESS partnered with the USCG Liaison officer to conduct an international exchange while in Haiti. This included a tour of the Port Au Prince Coast Guard station for a handful of CYPRESS crew. While not hard at work underway, CYPRESS crew were able to explore and experience the diverse culture of each island during port calls.

## ***HAITIAN EARTHQUAKE MEMORIAL CEREMONY—JANUARY 12, 2015***

On January 12, 2015, while working ATON off the coast of Port-au-Prince, Haiti, CYPRESS hosted a Memorial Ceremony to commemorate the 5th anniversary of the earthquake that devastated the country January 12, 2010. CYPRESS welcomed several dignitaries from Haiti for the ceremony including the Haitian Coast Guard Commandant, Commissaire Joseph Jean-Mary Wagnac and Haitian “Service Maritime du et Navigation” (SEMANAH) Director, Mr. Eric Prevost. SEMANAH is most closely the equivalent of our National Geospatial Intelligence Agency (NGA) and NOAA agencies, who collect maritime information to create charts and other maritime safety products for the public.

We also welcomed State Department officials including U.S. Embassy Port-au-Prince, Ms. Allyson Cornish, Senior Defense Official, CDR Kim, and CDR Grant, USCG Retired, for the official ceremony held at 1653. The crew of CYPRESS manned the rails while a



2010 memorial reading was given over the 1MC. EMC Rondestvedt played TAPS and the Official Party laid a wreath of remembrance from the Buoy Deck to honor those lost in the tragic disaster. At 1653 on January 12, 2010, the largest earthquake ever recorded in Haiti devastated parts of the country, including the capitol. The quake, centered about 15 miles southwest of Port-au-Prince, had a magnitude of 7.0 followed by a series of strong after-

shocks. The thirty-second earthquake resulted in catastrophic damage killing more than 230,000 people, displacing more than 1.5 million, and affecting more than 3 million people, approximately one third of the overall population.

It was fitting that CYPRESS hosted the memorial ceremony as the USCG was the first U.S. agency on scene and over 800 Coast Guard men and women were involved in response and humanitarian efforts. Approximately five years after the earthquake, while the majority of rubble has been cleared, the Coast Guard continues to partner with Haiti as they pursue long-term reconstruction activities.



Greetings from the Engineering Department. The last two months have been trying times for the engineers, who took on a few rather large projects during the February—March inport period. At the tail end of the January patrol, CYPRESS suffered two casualties to the crane that is used for ATON evolutions. First, one of the gear boxes, which drives the crane to slew left and right experience a oil seal failure and needed to be replaced. Second the auxiliary winch brake assembly failed. The auxiliary winch is used to lift the lighter weights (<10,000lb). Both repairs required a pier side crane and about four days of work. As luck would have it, the four days that were chosen to make the repairs were some of the colder days during the inport period. Consequently members of the Auxiliary Division endured and overcame cold wet weather get CYPRESS' crane back up and running.

The Damage Control Division was rather busy as well. The minimally manned Damage Control division replaced the watertight doors, numerous handrails and various other welding projects throughout the ship. The watertight doors are instrumental to the safety at sea for CYPRESS and maintain watertight integrity separating the various compartments if flooding were to occur. The handrails are essential for crew safety as during certain operations crewmember are required to look or lean over the rails.

The Electrical Division stayed busy maintaining the Main Propulsion Control and Monitoring System (MPCMS) as well as installing some new energy efficient LED lights on the buoy deck.

However, the main focus during this last inport and the reason that CYPRESS was not able to get underway as scheduled in March was due to a Top End Overhaul of both main diesel engines and the warranty problems discovered afterwards.

# ***“Conn, Main Control”***

**News from the Engineers  
By ENG4 Bryan Stiers**



There are two levels of scheduled maintenance for the main diesel engines. One is a top end overhaul due when the engines reach 20,000 hours and the other is a center section overhaul. The top end overhaul consisted of cleaning the heat exchangers (similar to a car radiator), replacing the cylinder heads, fuel injectors, and turbo chargers. It may not sound like much but it is a lot of work. Each engine has 8 cylinder heads each weighing ~250lbs and 1 turbo charger which is ~1800lbs. Moving each of these pieces required multiple crew members as well as a lot of chain falls and rigging equipment. In order to get all these heavy pieces on and off the ship we had to remove the soft patch (part of the deck) on the messdeck. A large part of the overhaul is simply spent moving these pieces around.

So now to answer the million dollar question of “Why did my spouse keep coming home each night not really knowing what was going on?”



The real answer is very few of us really knew what was going on inside the engines. During the initial pier side testing everything went well. Once we started the main diesel engines to get underway is when all the bad stuff happened. All three times we tried to get underway, we had fuel injector failures. Two failed injectors on week one and one on week two. By the end of the week of 23 March, we thought we had all the issues resolved when we had successful sea trials. Then when we started getting everything ready to go the week of 30 March we had the third injector fail. This one created a lot more work than the previous two. So to answer the question, the failed fuel injectors and time to get replacement parts is why CYPRESS was not able to conduct our 23 March ATON trip. As you can see CYPRESS Power and Light (Engineering Department) has been busy .



## Captain's Corner

Hello again to CYPRESS family and friends. There is often a lot of work aboard CYPRESS, which is under the radar and get properly recognized. I wanted to use this Captain's Corner to call out some specific achievements over the past few months:

- Congratulations to our Weapons Officer and Petty Officer (BOSN Zeruth and BM1 Liuzzi). In February, they underwent the Ordnance Safety Inspection receiving an overall assessment of **OUTSTANDING** and a score of 98%.
- Congratulations to ENS Lindsay Grim for successfully completing Boarding Officer school at Maritime Law Enforcement Academy.
- Great job to MKC Deneke. He was hand picked for a technical advisory team to create the next generation Engineer of the Watch qualification system. In March, he hosted reps from CG Headquarters to take pictures, document systems and create a new hands on training tools for both the 225' and 87' fleet.
- Thanks to CWO Stiers for organizing some top notch live fire fighting training this past month. CYPRESS and BARBARA MABRITY received great hands on experience at no cost to the Coast Guard.

Next, I wanted to take a minute to address some concerns about our lost operational time in March and potential upcoming schedule changes due to the Main Diesel Engine top end overhaul warranty issues. The engineers are working diligently with our Product Line and Caterpillar tech reps to uncover and fix all issues. We are also working diligently to re-rack the schedule for the remainder of the fiscal year and with the Afloat Training Group to re-rack our training schedule in Mayport to accommodate potential delays. At this point, I ask all families to be flexible as things develop. We will do our best to keep major changes to a minimum and keep you up to speed if that changes.

*-CDR Amy Florentino*



*Above: Live Firefighting training at NAS Pensacola.*

## San Sebastian Festival

CYPRESS moored in San Juan, Puerto Rico just in time for the annual San Sebastian street festival. This festival, often compared to New Orleans' Mardi Gras, is a 4 day long celebration of the arts, with 350 local artists and 50 musical groups who perform throughout the weekend.

Originally a feast day for St. Sebastian on a street named for him in San Juan, this festival exploded in popularity during the 1980s to the city closing levels it is today. CYPRESS crew were able to enjoy the revelry, enjoying music, food, drinks, and dancing.



# Bravo Zulu

## Departed Crew Members:

*"May the wind always be at your back and the sun upon your face. And may the winds of destiny carry you aloft to dance with the stars."*

- FS3 William Sarnowski  
Letter of Commendation
- YN2 Sean Suggs  
CG Achievement Medal

## Crew Member Awards:

Thank you to all those that strive to create a safe, professional, and hard-working work environment onboard CYPRESS. Your hard work and good conduct has not gone unnoticed!

- Good Conduct Award:  
SK2 Tristin Doty  
BM2 Bill Pullins  
EM3 Michael May  
YN2 Sean Suggs
- Permanent Cutterman Pin:  
YN2 Sean Suggs

## **POINTS OF CONTACT:**

OMBUDSMAN: Mary Gross:  
(541)-331-6067

CHAPLAIN: LCDR McConville:  
(901)-545-6976

TRICARE: 877-874-2273

WORKLIFE: Teresa Blais  
(504) 253-4711

CGC CYPRESS:

850-452-9044

<http://www.uscg.mil/d8/cgcccypress/>

# Cypress LAWDOGS are back in business!

- By ENS Dell'Isola

In the past 8 months CYPRESS' Law Enforcement program has taken off. In the last several years CYPRESS was involved in several illegal migrant operations, but had not conducted recreational or fisheries boardings. It has been a recent goal for CYPRESS to increase its law enforcement portfolio in order to better support strategic priorities within District 8. While ATON is our primary mission, we are classified as a multi-mission cutter. Multi-mission includes the plethora of other underway activities CYPRESS partakes in: Law Enforcement, NOAA weather buoy ops, Search and Rescue, etc. The Coast Guard standard ratio for WLB 225' underway hours is 60% ATON and 40% other missions. To best support those objectives, we have made a dedicated effort to increase the bench strength of the LE program and our overall capabilities. One of the major strides that CYPRESS has made is qualifying personnel and improving proficiency through an increased number of boardings.

The Coast Guard acts as the primary federal law enforcement authority on the water. CYPRESS' piece in the puzzle includes performing recreational boating safety boardings, fisheries boardings, and commercial board-



ings. In the past three months CYPRESS conducted 18 recreational boardings and numerous commercial vessel spot checks!

What is in store for the future? CYPRESS will continue to expand its LE footprint by supporting D8 strategic objectives on the South-west Border this summer.

## CYPRESS LAWDOGS

ENS Dell'Isola (BO)

BMC Wright (BO)

BM1 Liuzzi (BO)

BM2 Pullins (BO)

BM2 Jurgens (BO)

BM3 Stoddard (BTM)

ENS Grim (Break-in)

*Below: Conducting LE training*



**Save  
the Date**

**Annual hurricane training** is tentatively scheduled for 24 May at Blue Wahoos stadium. All crew and dependents should attend. More info to follow via crew and Ombudsman.