

# USCGC CYPRESS

## “STRONG ARM OF THE GULF”

3RD QUARTER 2015

01 JULY 2015

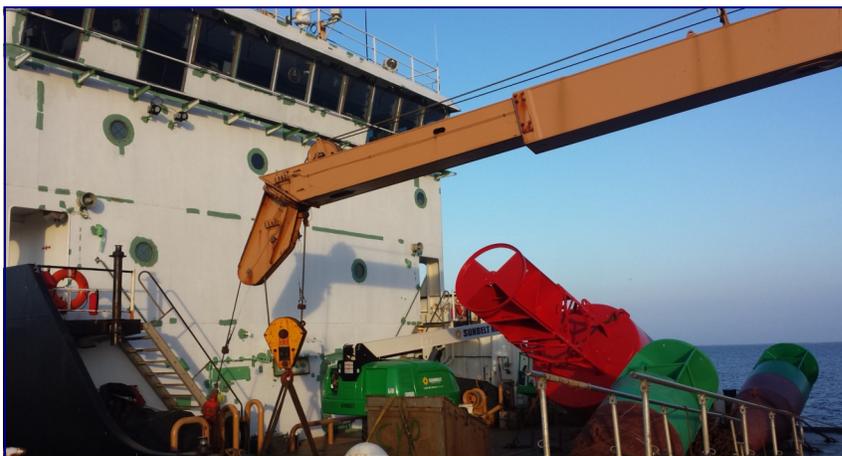
**INSIDE THIS ISSUE:**

Captain's Corner	1
Navy League Breakfast	1
Pollution Response	2
Full Dress Ship	3
Bravo Zulu	4
Taking Flight	5
CG Boating Safety	5
New Crewmembers	6
Departed Crew	6

### *Captain's Corner*

Hello again to CYPRESS family and friends. This spring was a trying time as the crew conquered lingering issues with our engine overhaul. However, persistence, sweat and hard work won out, and we were able to close out Main Diesel Engine contract and warranty work. We were also able to tackle some much needed topside painting, including most of the white superstructure through a combination of contract and ship's force labor. In addition to all of the maintenance that happened, there was also a flurry of inspection activity aboard CYPRESS. Multiple visiting inspection teams assessed the readiness of our law enforcement program as well as the health of our administration and financial programs. The hard work and preparations for the inspections paid off and all teams did quite well. This past quarter also marked the beginning of transfer season. This year we will turn over about 50% of the crew. That means a lot of new faces, new family members, training and qualifications. Lastly, after the lengthy inport this spring, we had to re-rack our operational schedule for the remainder of the year. Most of the major inport "Charlie" maintenance periods did not change. However, the Navy Training cycle known as TSTA was rescheduled to September and October, and we had to cancel one maintenance period. We also had to cancel the annual Haunted ship to allow enough time to fit in CYPRESS's Gulf of Mexico aids to navigation work list and a December trip to support District Seven's Caribbean buoys. Because the CGC OAK was recently decommissioned for mid-life overhaul, the Caribbean buoy runs should continue through the next few years as we share the responsibility for the region with CGC ELM. Thanks again for all of your hard work this past quarter. I am proud of the CYPRESS crew and family for all of your accomplishments.

**-CDR Amy Florentino**



Above: Frame 57 gets a facelift. The green spots are primer, which is applied below the white top coat..

### *Navy League Breakfast*

Seville Quarter Heritage Hall was a sea of military uniforms one morning in June. Local Navy League and military leaders to honor their chosen enlisted people of the year. Retired Navy Captain Bill Cuilik, president of the Navy League council presided over the event where almost 50 local Coast Guardsmen, Sailors, Soldiers, Marines and Airmen were lauded for their service. CYPRESS was represented by SN Diana Brown who was chosen based on her work ethic, maturity and contributions to the Law Enforcement team as a qualified interpreter.

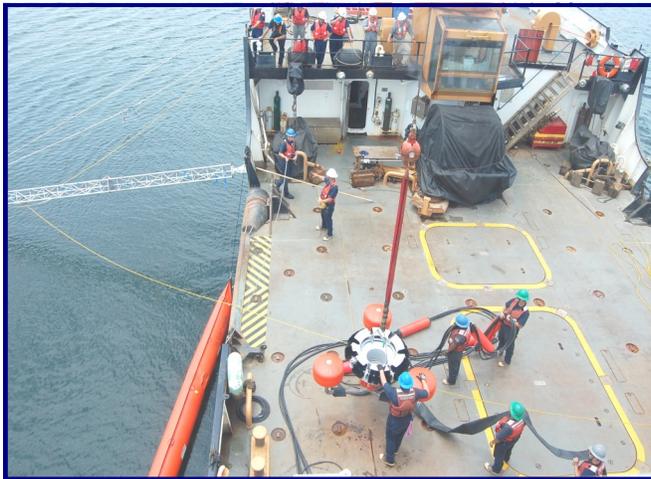


Above: BMC J Laatz and SN Diana Brown at the Navy League breakfast.

## *Pollution Response*

- SN Shane O'Brien

During the latter part of June, Cypress collaborated with the Gulf Strike Team in an evolution teaching the crew how to properly deploy Spilled Oil Recovery System (SORS) gear and use a new generation skimmer. This training commenced Monday, June 22<sup>nd</sup> with a classroom session, and ended Thursday, June 24<sup>th</sup> with the deployment and use of the SORS gear. The first day of training began with a brief introduction to Hazardous Waste Operations (HAZWOPER). During the training the crew learned the proper actions a first responder should take when reacting to hazardous material spills. We also learned safety precautions used for

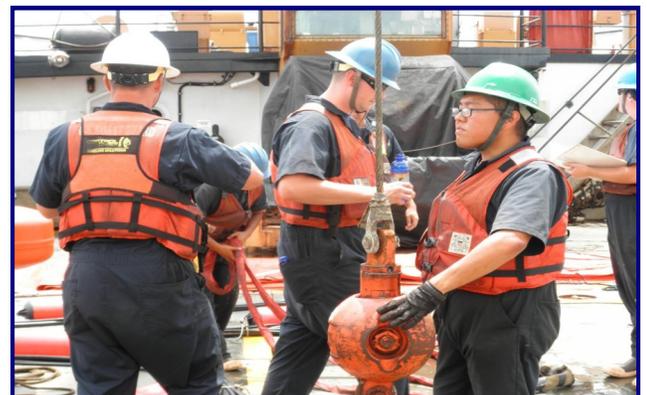


decontamination. As the day wound down, we did an exercise using a Safety Data Sheet to identify certain characteristics of material, such as its flash point, ingredients, the company that produces the material, and the hazards associated with the material. Day two was a pre staging day, where the crew assembled the arm and setup all the lines used to deploy the boom in the water for the actual deployment of the gear the next day. We then brought the sea slug onboard and inflated the ribs on each side. After we inflated the ribs, we placed the sea slug over the starboard side to fill it with water. During a real SORS evolution the sea slug would be filled with oil recovered by the skimmer. We then brought the actual boom onboard and laid it out to make it easier to fill with air the following day. The last day, we got underway to deploy the



boom. As we lifted up on the buoy we inflated each section and placed it over the side. Next deck force heaved around on the lines to pull the boom to the arm. When fully setup, the boom forms a deep v-shape. We then placed the new generation skimmer in the water. This new skimmer has bristles that spin, and plates that scrape the bristles and transports the oil into the center collection. As the reservoir fills, the operator onboard the cutter drains the collection reservoir, which is connected to the sea slug with a six inch hose. This step is repeated every time the reservoir fills. As the day came to an end, we recovered the boom, deflated each pocket, and secured the arm alongside the boat. Once in port, we off-loaded all the equipment and drained the sea slug.

The SORS exercise we did between June 22<sup>nd</sup> and June 24<sup>th</sup> helped the crew of CYPRESS to remain multi mission capable. The training kept us proficient in just one of our many missions in the Coast Guard, and taught safety precautions and decontamination procedures for evolutions in close proximity to hazardous materials.



## *Full Dress Ship*

*-Scott Price,  
Coast Guard Historian*

Throughout history, from the Revenue Cutter Service to the U.S. Coast Guard, July 4 is celebrated and honored through a proud maritime custom common to national holidays and special events – “dressing ship.” Following regulations of 1843: “Upon the anniversary of the Declaration of Independence of the United States, the colors shall be hoisted at sunrise, and all the vessels of the Revenue Marine shall, when in port, be dressed, and so continue until the colors are hauled down at sunset, if the state of the weather and other circumstances will allow it. At sunrise, at meridian, and at sunset, a salute of twenty-one guns shall be fired at meridian from every vessel of the Revenue Marine in commission.”

Over the years, the regulations were refined but their spirit of



commemorating and celebrating the day when the United States declared its independence from Great Britain always remained paramount. While some occasions simply call for dressing the ship with a national ensign at each masthead, other more celebrated occasions like Independence Day call for a ship to be fully dressed. According to the regulations published in 1916 for the newly created U.S. Coast Guard, full dress included: “A

line of signal flags, rainbow fashion, extending from the water line to the jib-boom end (or from the jackstaff at the height of the ridge rope, if without a jib boom), thence to the highest masthead on the fore, thence to the highest masthead on the main, thence to the highest masthead on the mizzen, thence to the peak, to the boom end or flagstaff at the height of the ridge rope aft, and to the water line aft. In vessels of other rigs the disposition of the decorations shall conform as nearly as possible to the foregoing.”

So, when you come across an old photograph of a cutter or see one docked with all of its flags flying from each masthead with signal flags fluttering in the breeze from stem-to-stern, remember what the ship represents and honor its patriotic spirit as well as the memory of those cutter crews who through the past 220 years have spent their Independence Day far from home.



## ***Bravo Zulu Engineering Department***

*-CWO Bryan Stiers*

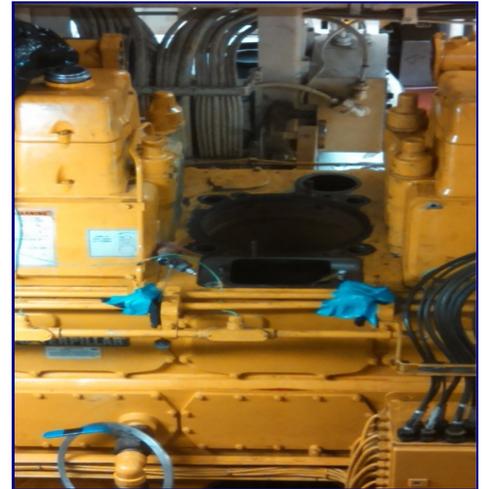
Greetings from CYPRESS  
Power and Light,

Another few months have flown by and we continue to overcome challenges within the Engineering Department. As many of you know April and the first part of May we continued to battle with the main diesel engines post top end overhaul. The end result was the replacement of 16 Cylinder Liners, 16 Cylinder Heads, 16 Sets of connecting rod bearings, and 16 Sets of Piston rings. It may not sound like a lot but the number of man hours required to complete that amount of work per cylinder is about 32 hours. The largest part of the project was the complexity in moving the large and heavy parts safely. All of that was handled extremely well by the folks in the Main Propulsion Division.

Meanwhile, the Auxiliary division was busy making repairs to the crane hydraulic system (chasing leaks) as well as overhauling the anchor windlass gear boxes, maintaining the refrigeration and air conditioning systems, and making preparations for the Spilled Oil Recovery (SORS) exercise. The Electrical Division spent the last few months repairing exterior lighting fixtures that had become full of sea water, making repairs to the steering

system, troubleshooting tank level indicators for the various fuel tanks, and troubleshooting the ship's gyro compass. The Damage Control division kept themselves occupied by repairing the ships brow door, coordinating repairs to the brow, conducting training, and completing repairs to ventilation ducting that had deteriorated due to salt water corrosion. In addition, they made some much needed repairs to various hand rails around the ship.

Now that we face a new quarter and the machinery is operating as designed, the plan is to begin focusing on Tailored Ship Training Availability (TSTA). This required Naval Training cycle is lengthy and very involved. For folks that were here last year it is simply a repeat. For the new folks, it will be a learning experience. The first part of the process is called Command Assessment for Readiness for Training (CART). The CART process involves a few fellow Coast Guardsmen visiting CYPRESS and inspecting all of our logs, required technical publications, as well as running drills. Once that is completed we will get the thumbs up to complete the training that is currently scheduled for late September in Mayport, FL.



***“As the Engineer Officer I am extremely proud of what these folks accomplish day in and day out. They continue to rise up and tackle each challenge I throw at them.”***



## ***Taking Flight*** - *BM3 Colin Stoddard*

With hopes high and patience worn, the crew of CGC CYPRESS interlace their fingers and hold breath as the cutter pushes off Charlie pier NAS Pensacola. Monday May 12, 2015 CYPRESS began its first operational test after two months of Charlie (pier side maintenance) and two complete overhauls of the ship's main diesel engines. As the cutter's operational readiness loomed over vessel and her crew like a dark cloud, there was yet another reason for baited breath that morning.

For over a year I have been capturing footage of the cutter's underway operations in hopes of compiling a short video that encapsulates the essence of CYPRESS. In other words, I want to show the world what we actually do. I feel the Coast Guard, much like the Arctic Narwhale, is known to exist but to the viewing public is covered in mythical allure mostly because of an old Kevin Costner movie, or as is the case of the narwhal, a Christmas movie about Buddy the Elf. We are more than the plot of a Hollywood script and I hope to show that in a way that is true and visually pleasing. To better help tell CYPRESS' story I asked if it were possible to get a fellow videographer and friend underway with us for the day. Caleb Pierce and I have done multiple productions together and he agreed to bring a recently acquired drone to the cutter and capture some aerial footage as we steam outbound for sea in Pensacola. With permission granted, Caleb and I attempted to fly the small drone off the cutter and over the waters of Pensacola Bay, but were met with many difficulties as the cutter was moving. It seems the GPS driven system on the drone was having trouble distinguishing its launch position because the cutter was moving. After one crash on deck we were about ready to give up when we decided to launch by walking aft holding the drone to keep it in the same geographic position. Holding our breath we launched using this method (knowing over a thousand dollars was flying into uncertainty with no hope of reimbursement from the CG). And like the cutter's operational test the mission was a success and excellent footage was captured. Before now the only way to capture this type of footage (even on a Hollywood set) is to employ a helicopter. At this point in my adolescent production career, renting a helicopter is not an option; so needless to say I am thankful and humbled by the command for letting me capture this footage and for letting a good friend embark on the best Cutter in the black hull fleet.



## ***CG Boating Safety Application*** - *SN James Towe*

The Coast Guard has released a new mobile boating safety application now available for free download! As the country's recreational and commercial boating safety coordinator, the Coast Guard works to minimize loss of life, personal injury, property damage, and environmental harm. The program involves public education programs, regulation of boat design and construction, approval of boating safety equipment, and vessel safety checks for compliance with federal and state safety laws. The Coast Guard Mobile App supports these missions by providing the necessary services and information most commonly requested by mariners. An article on the Coast Guard's official website describes some of the other features of the app, to include: state specific boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration (NOAA) weather buoys as well as report the location of a hazard on the water. The app also features an Emergency Assistance button which, with location services enabled, will call the closest Coast Guard command center. While the Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, the app provides additional boating safety resources for all those that set sail! THANKS COAST GUARD!!!!



# Welcome Aboard, Bravo Zulu & Fair Winds

-ENS Dell'Isola and ENS Benson

**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."*

COM: CG Commendation Medal

CGAM: CG Achievement Medal

LOC: Letter of Commendation

**BM1 Liuzzi: CGAM**

**MKC Porter: CGAM**

**EM1 Labianca: CGAM**

**ETC Williams: CGAM**

**EM3 Watkins: LOC**

**BMC Wright: CGAM**

**DC2 Burluson : LOC**

**BOSN Zeruth: COM**

**LTJG Fennessey: CGAM**

**BM2 Pullins: LOC**

**MK3 Hetrick: CGAM**

**MKC Deneke: CGAM**

**FS1 Cochran: CGAM**

**EMC Rondestvedt : CGAM**

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CGC CYPRESS:  
850-452-9044

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



Welcome aboard to the new Operations Officer, crew and CYPRESS families:

- LTJG Summer Dupler (OPS)
- ENS Megan Benson
- FS3 Jonathan Nichols
- FS3 Michael Suich
- ET1 Jeremiah Picou  
Wife — Erin  
Cierra (10), Clayton (8)
- FS1 Clark Lauer  
Wife — Nicole  
Clark (3)
- BM1 Paul Anderson  
Wife — Arriell Anderson  
Madalyn (12), Kinley (9)
- BM2 Derek Luman  
Wife — Abby  
Alise (3), Cecelia (1)
- MK2 Robert Martin  
Wife — Sarah  
Sadie (2)
- YN2 Ashlee Maddox  
Husband — Phillip  
Alexis (9), Chloe (5)
- EM3 Joseph Davis
- MK3 Keith Hall
- FN Adrian De La Cruz

