



DEPENDABLE DELIVERY



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USCGC DEPENDABLE (WMEC-626)
Home Port: Cape May, NJ

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"The cutter's 6 person food services staff prepared over 17,100 meals."

Press Release

Over the course of its 58-day patrol, DEPENDABLE's tasking saw her conducting domestic fisheries enforcement boardings in the waters off Cape Cod, and subsequently shifting some 1,500 nautical miles south to the eastern Caribbean Sea, where she was involved in counter-drug, migrant interdiction, exclusive economic zone (i.e. foreign fisheries), and search and rescue (SAR) operations.

In order to meet the dynamic demands of such a geographically and mission diverse patrol, the cutter's crew had to invest a great deal of time and attention into preparing for the deployment, and once underway from Cape May they had to remain highly adaptive. For example, leading up to the patrol a great deal of time was spent preparing DEPENDABLE's boarding teams to enforce a host of laws governing commercial fishing vessel safety and fisheries management. When her tasking changed and she shifted to the Caribbean Sea, those same boarding team personnel turned their attention toward sharpening their skills in non-compliant pursuit boat tactics for possible employment to stop a "Go-Fast" vessel carrying drugs or illegal migrants.

Throughout the 8-week deployment, DEPENDABLE focused not only on the mission at hand, but the many additional necessities required to sustain a Coast Guard cutter at sea, and bolster her readiness for both the expected and unexpected. To illustrate, the cutter's 6 person food services staff prepared over 17,100 meals during this timeframe. In the context of contingency preparedness, the crew was regularly drilled in order to improve their proficiency in shipboard firefighting, engineering seamanship and navigation, and weapons systems operations. Periodic stops were also made throughout the patrol for fuel, supplies, and crew rest, and DEPENDABLE enjoyed port calls in Boston, San Juan, and St Thomas for those.



From the Commanding Officer

*“Nothing like a little
climate confusion to keep
things interesting!”*



*CDR David 'Lee' Petty,
Commander, USCGC DEPENDABLE
United States Coast Guard*

DEPENDABLE Friends & Family,

Greetings from the Caribbean Sea! As I craft these inputs for the latest edition of the Dependable Delivery, we're currently entering week seven of what's been an incredibly dynamic, challenging, and successful law enforcement patrol. On the lighter side, it has also posed more wardrobe shifts than you can shake a stick at, as we've donned coats, wool caps, and gloves while in Boston at the outset of the patrol, yet also recently spent three days in t-shirt and flip flop weather in St Thomas. Nothing like a little climate confusion to keep things interesting!

As you'll once again see in this edition, the men and women of DEPENDABLE continue to do an incredible job preparing for and executing our many missions, taking care of and pushing each other toward greater levels of performance, and dedicating a great deal of time and effort toward maintaining our aging cutter and keeping her mission ready.

This marks my last scheduled patrol as DEPENDABLE's CO. It's been an absolute honor serving in this role and having the opportunity to work alongside so many outstanding shipmates in the performance of such varied and rewarding work. DEPENDABLE will soon welcome CDR Paul Gregg aboard as the Prospective Commanding Officer. This will be Paul's sixth cutter assignment, third tour as CO, and we are excited that he's joining our team.

As always, thank you so very much for the support you provide to our people, our cutter, our missions, and our Coast Guard!

Count on us!

Sincerely,

Lee Petty
Commander, USCG
Commanding Officer

Awards and Achievements



BMC Ingersoll received Sea Service ribbon for his 6 years of sea time



Congratulations to BM3 Ditullio for being elected as DEPENDABLE's sailor of the Quarter (1st Quarter 2013)



BM2 Holms received his Permanent Coxswains pin



Congratulations to the entire crew of DEPENDABLE from recently receiving the Battle E award, a combination of 5 separate awards for outstanding performance during the Tailored Ship Training Availability (TSTA)

Awards and Achievements



ME2 Pagano advanced to a 2nd class petty officer



SN Borbst received his Sea Service ribbon



SN Thomson received his Sea Service ribbon



SN Adamson advanced from a seamen apprentice to seamen



ME2 Pagano receives the Achievement Metal for his service while onboard DEPENDABLE



DC2 Dean received a Meritorious Unit Accommodation award from his previous unit the USCGC MUNRO (WHEC-724)

Awards and Achievements



Both BMC Megahey and LT Buckley were presented with their Permanent Cuttermans pin after 5 years of sea time



Congratulations to SN Brehm who received the Non-Rate of the Patrol award



FS2 Doss received the Commandant's Letter of Commendation ribbon for his service onboard DEPENDABLE



SN Shillingford received the Commandant's Letter of Commendation ribbon for his time as a TAD member of the DEPENDABLE crew.



LT Cyr received the CG Commendation Metal for her service onboard DEPENDABLE

Engineering Department

DEPENDABLE's skilled engineers performed very well throughout this 58 day patrol. Everyone in the Engineering Department played a key role to the cutter's success, whether it was through training and qualifying our new engineers, or standing watch sometimes 8 hours in one day, not including a seven hour work day. Whether they were accomplishing preventative maintenance or fixing machinery that had broken they were always able to keep DEPENDABLE fully mission capable. The Engineering Department has a formidable task resolving challenging technical problems with only the tools we can fit onboard, and maintaining a Coast Guard cutter that is nearing its 45th year of operation. During this past in-port and patrol we also said goodbye to a few shipmates and welcomed new ones as a part of the upcoming transfer season.



The Auxiliary Division known as 'A-Gang' has been able to adapt and maintain flexibility throughout this demanding patrol. They played a key role during our transit south, changing all of the ship's heating needed while operating in the North Atlantic and energized the two large chiller units to supply cool, conditioned air throughout the ship, a necessity in the hot climate of the eastern Caribbean. A-Gang also kept DEPENDABLE fueled and ready for any of our many missions - because of the long transit and high tempo operations, this role was critical. They successfully transferred over 62,000 gallons of diesel fuel while re-fueling in different ports from New England to the Caribbean. A-Gang also supports several pieces of auxiliary equipment including refrigeration, the cutter's two small boats, davits, ventilation, laundry equipment, and more.

DEPENDABLE's Main Propulsion Division or 'Main-Prop' completed a massive overhaul on the cutter's #2 main diesel engines during the last in-port period. Even with both main diesel engines fully operational, Main-Prop's workload has not gotten any easier. They have been hard at work maintaining other equipment and systems onboard including DEPENDABLE's reverse osmosis water makers that make approximately 5,200 gallons of water a day, two ship service generators that can provide the ship with over 500KW of power, the marine transmission gear, along with the cutter's controllable pitch propulsion system. DEPENDABLE has two propellers that are 7.5' in diameter, and when at full speed turn at a rate of 300 revolutions per minute, that is 5 times every second! Main-Prop's efforts did not go unnoticed this patrol and their hard work allowed for high tempo operations without fail.

The Damage Control (DC) Division is the go-to division if you need something fixed or custom built. DC1 Joe Stephens and DC2 Andrew Dean do everything from woodworking and welding to teaching fire safety and damage control. The DCs were able to qualify 6 new crew members in shipboard fire fighting, safety and damage control. They also had plenty of work maintaining and testing de-watering pumps, water tight hatches and doors, repairing the ship's sewage and waste water system and performing maintenance on fire fighting safety equipment.

The Electrical Division ensures that DEPENDABLE is supplied with electricity and lighting to power the incredible amount of equipment and electronics onboard the ship. This incredibly busy division does everything from changing light bulbs, to troubleshooting highly complex components on the ship's inertial navigation gyrocompass, and everything in between.



Fair winds and following seas:

- CWO Mike Barker is leaving us to take over as the Engineer Officer on CGC ALDER out of Duluth, MN. Congrats, MPA and good luck in your new assignment
- LTJG Cory Fagan will be leaving this summer. He will be heading to Juneau, AK to working at their civil engineering group on a design team. Congrats and enjoy the Alaskan outback.
- Congratulations to DC1 Joe Stevens on making Chief! He'll be heading to WA state to serve on the Afloat Training Group, where he will be responsible for training ship's throughout the fleet in damage control and fire fighting.
- FN Heckler is heading to Petaluma, CA for YN "A" school. Good luck and don't forget what it is like on a ship too quickly.
- FN Iavarone left mid patrol heading to DC "A" school. Congratulations and we will see you in the fleet.
- FN Davies left mid patrol heading to DC "A" school. Congratulations and we will see you in the fleet.

From the EO: This has been the best tour of my Coast Guard career, and I owe that entirely to the great people I had the pleasure of working with on DEPENDABLE – especially the Engineering Department. Of course I am biased when I say that DEPENDABLE has the best group of engineers in the fleet, and I say that often, but I don't need to – just look at our record. Whether you look at our stellar reputation across every single inspection and assessment over the last three years, our tremendous operational successes in theaters from Canada to Columbia, or the fact that we have provided our operational commanders with the most reliable major cutter in LANTAREA the fact that DEPENDABLE Engineers are a step above is undeniable.

I'd be remiss if I didn't acknowledge that engineers aren't the sole reason for DEPENDABLE's success – the teamwork and camaraderie I witnessed between departments and divisions was amazing, and is really what made working on this ship enjoyable.

I wish all of you the very best, and look forward to the day when I can serve with any of you again.

Best Regards,
LT Adam Buckley
Engineer Officer



Operations Department

During this deployment **DEPENDABLE** began the patrol in the cold waters off of New England where we thought we'd be counting fish, eating clam chowda, and measuring nets. Little did we know that merely a week into the patrol we would be diverted to the waters off of Puerto Rico for counter narcotics and migrant interdiction!



Under the direction of ENS Coonan, our Law Enforcement division took the lead and conducted boardings of 18 fishing vessels in just four days while patrolling in the North Atlantic. Although ME1 Petrongolo and ME2 Pagano were the lead boarding officers, 17 crewmembers from all departments made up the various 4-6 man boarding teams. While off the coast of Puerto Rico, we conducted four additional boardings of two sailing vessels, a Venezuelan fishing vessel found attempting to illegally fish inside US waters, and a coastal freighter that was out of fuel. While boarding the coastal freighter, ME1 Petrongolo courageously applied use of force tactics to a rooster, yes, that's right, a rooster now affectionately known as **ABLE THREE**. Quietly standing by was the Weapons division, GM1 Gray and

GM3 Rayne. Between cleaning guns, skeet shoots, cleaning guns, issuing weapons for boardings, and cleaning guns, they managed to stay pretty busy. Thanks for keeping us ready for operations!

Our dungeon masters (AKA OS2 Anderson, OS3 Mclean, and OS3 Young), spent the patrol mastering the art of radio communications, meticulously crafting daily operations briefs, and monitoring intel cases. They did all of this under the severe blue lights of the windowless Combat Information Center (CIC)... someone get those boys some vitamin D! Assisting them was our honorary/visiting crewmember, SN Shillingford. He keeps telling us he wants to be a Maritime Enforcement Specialist, but for some reason we could never get him to leave CIC. Making his debut in Operations Department, IT1 Craig did an awesome job maintaining the cutter's computers, telephone and VOIP lines, internet connectivity, and tolerating OPS's ridiculous computer questions. Thanks IT1 for keeping us all connected to our families and making sure OPS could print drill cards!

Also making their debut in the Operations Department was the ET division. The ET's did an excellent job of keeping all navigation electronics and RADARs working for the majority of the patrol. It wasn't until ET1 Russell started bragging about everything working that they found themselves trouble shooting RADARs for a few days. Thankfully, ET2 Scott and ET3 Revell saved the day. They kept the ship ready for operations and stopped their ET1 from jinxing anything else. Thank you for working hard to make sure we could navigate safely!



While OPS constantly struggled to get BM3 Gaines to stop whistling up a storm on the bridge, the rest of the Navigation Division busted their butts to keep us on track, literally on track. Led by BMC Megahey, the division spent a month correcting charts for the north Atlantic only to have to order a whole new set of charts for an area **DEPENDABLE** hasn't patrolled in over 5 years. BM2 Walters, BM3 Ralph, and BM3 Gaines worked tirelessly to keep up with the changing port calls and tracklines. Thanks Nav Division for putting up with OPS's superstitions and safely navigating us everywhere!



A Note from OPS (LT Kathy Cyr): All kidding aside, I want to take the opportunity to say thank you to all of Operations Department, new and old, including Deck department and the ET/IT division. I could not have asked for a better group of Coasties as part of the Operations Department. We've done exceptionally well operationally because of your hard work and I can't thank you enough. Take care of each other, keep working hard, and thank you for making this my best (and most fun) tour so far. Fair winds and following seas, shipmates!

Support Department

Wow! This patrol has been a very interesting one. First we were tasked to go to D1 for fisheries boardings, and then we went down south to work for Sector San Juan and D7. I think even JIATF had us assisting with some cases. Regardless, the Support Department adapted and overcame every challenge thrown at us:



The FS division drafted menus to compliment the menus for colder climate but within a few weeks, we got new tasking to go to D7 for migrant and drug interdiction. FS1 Grim and FSC Ngo then had to revamp the menus and take on new stores for the warmer climate in a 36 hour period. As always, they adapted quickly to the changes in order to feed the crew with high quality and tasteful meals that our crew deserved. Shout out goes to FS3 Velasquez for making all the box lunches for the boat crew during D1 fishery boardings. Also honorable mention for FS2 Doss and FS1 Grim for modifying the schedules providing snacks when necessary and keeping the lunch lines open as needed.

The SKs would like to note that SK1 and SK3 were highly adaptable this patrol. They were able to get parts to DEPENDABLE and assist setting up port services on the fly when LANT decided to send us South. They successfully processed 8 casualty reports, allowing for the engineers and ETs to get their necessary parts, thus keeping the mighty DEPENDABLE operationally ready. Despite not receiving our full budget for the year yet, SK1 McCabe and SK3 Kobs proved they were also fiscally adaptable, ensuring all personnel had enough office supplies for the patrol. Lastly, the SK division would like all to know that SK1 did not get sick this time and SK3 thoroughly enjoyed his personal swim call.

YN1 Roy Toomer, in the midst of our busy patrol and the mahi-mahis that escaped him, was able to process about 4 emergency and medical travel orders for shipmates. For every fish he had on the line, if only the line would've held up, the crew could have had a feast of mahi. Luckily we only count on him for our administrative processing and not our meals! Better luck next patrol, and keep up the great work.



HS1 Rorai Greenan was back at it again this patrol, supplying us with Band-Aids and sunscreen. The award for most band aids goes to FS3 Velasquez with LT Cyr as the runner up. During the patrol he also managed to train and certify 20 members in CPR for adults, children and infants. HS1 would also like to note, he was glad he did not have to provide any MEDEVAC helicopter rides this time.



Well that about wraps up everything that occurred for the Support Department during this patrol. For the upcoming inport we will be gearing up for both transfer season and the change of command. During this in port we say farewell to a few members: FS2 Jacob Doss will be transferring to USCGC Pea Island, FSC Phillip Ngo will soon be FSCS NGO and is heading off to USCGC Morgenthau and finally LTGJ Francisco Nieto will be PCS to Sector San Juan, PR. As always, we thank you for reading our section and look forward to our next patrol.



Deck Department

On this most recent patrol, Deck Department A.K.A. 'Deck Force' displayed outstanding versatility and adaptability once again. Toward the beginning of the patrol, Deck Department utilized two of its most recent coxswains and boarding team members to conduct fisheries boardings in New England waters. BM3 Ditullio and BM3 Levy showed small boat handling skills when in the role of coxswain. Boarding team members such as SN Haggadone, SNBM Hogan, and BM3 Alger were crucial for manpower and expertise in law enforcement missions.

DEPENDABLE was unexpectedly shifted to District 7, but this shift would prove that Deck Force would be ready for any climate. The members have one of the most difficult jobs onboard DEPENDABLE, making sure an almost 45 year old vessel is well maintained and corrosion is kept to a minimum. After a long overhaul of DEPENDABLE's super structure during the last period, Deck Force wasted no time preparing and applying new corrosion preventative paint to approximately 250 sqft of surface area. Their dedication and versatility have allowed for this patrol to be one of the most productive patrols for topside maintenance in many years.



In support of a counter drug and alien migrant interdiction operations, Deck Force displayed superb readiness at all times, shifting watch schedules and rotating through personnel to be able to accommodate law enforcement training and operations. Toward the end of the trip, Deck Force was tasked with towing a 140' Tanzanian flagged coastal freighter that was disabled and floating toward the rocks and reefs off of Puerto Rico. The crew's knowledge of towing and demonstration of the extraordinary teamwork and nautical excellence led to a successful evolution.

Aside from mission excellence, Deck Force can also pride themselves in new qualifications and sustained excellence. BM3 Alger and SN Brobst qualified as boarding team member, SA Magee qualified as both Helm/Lookout and Gangway Petty Officer of the Watch, and SNBM Hogan advanced from SN to SNBM and is anticipating pinning on third class crow's soon. SNBM Hogan is also anticipating a child soon; congratulations!



Deck Force also is the 6-week reigning champion for cleanest berthing area, so even if we didn't get a morale night this patrol, we still made our mark on Saturdays. DEPENDABLE deserves a job-well-done for this most recent patrol, and the success and excellence was once again anchored by the proud members of Deck Force.

Morale and Patrol Shots



DC1 Stevens, YN1 Toomer, and ET1 Russell stand out in the cold to pose for a picture on the fantail



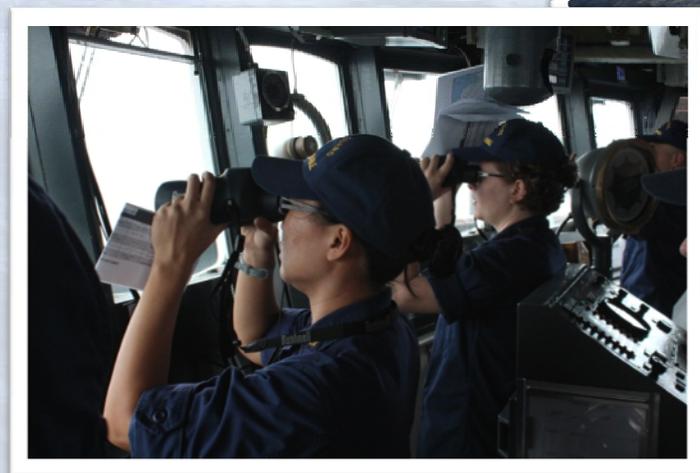
MKC Bailey and BMC Megahey pose for a quick picture after DEPENDABLE left Boston, MA en route the Caribbean



SN Arnett is ecstatic after winning a hair cutting competition. SN Dunn and SK3 Kobs also competed

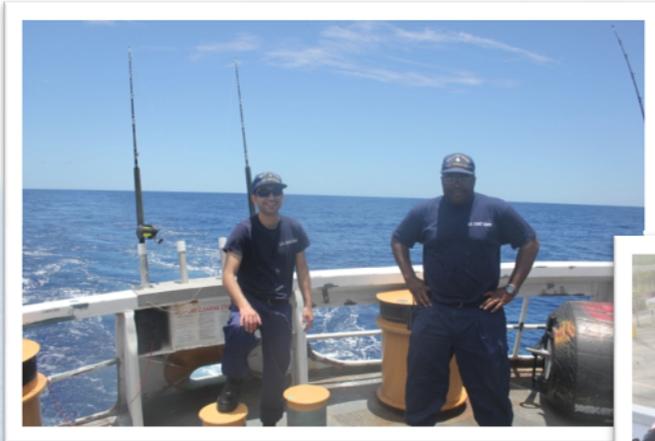


DEPENDABLE's small boat returns at sunset after boarding a vessel

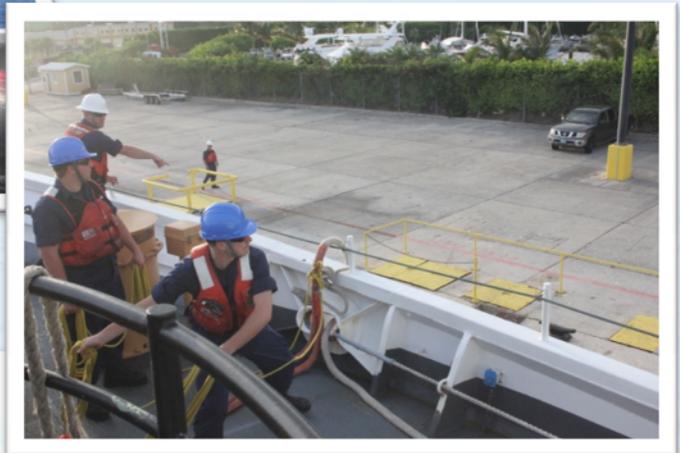


LEFT: LCDR Leshnover and LT Cyr peer out of the bridge, looking for other vessels as DEPENDABLE makes its way into a port

Morale and Patrol Shots continued



LTJG Nieto and YN1 Toomer pose for a quick picture when fishing off the fantail



SN Dunn winds-up to heave a line to the pier when DEPENDABLE was arriving in ST. Thomas



Both DEPENDABLE and its small boat strategically maneuver in order to assist a disabled freighter



OS3 Mclean attempts to eat GM3 Rayne's spoon full of cheese during the Operations Department moral night



LEFT: Some of the crew pose for a quick picture on the fantail as DEPENDABLE makes its way into San Juan, Puerto Rico

XO's Corner

Family and friends of DEPENDABLE,

Greetings! It's great to be home, especially for summertime in Cape May, NJ. I don't know about the rest of you, but I plan on devoting serious time to improving my Jersey Shore tan. We had a very busy and eventful deployment, as you can probably guess from reading this edition of our newsletter. The crew did a great job adapting to our unexpected schedule changes and I'm very proud of them. Sadly, this was the last deployment for many of the crew as we dive head-first into the summer transfer season. About 1/4 of the crew will be moving on to face new challenges and assignments, but they will always be DEPENDABLE 'Shipmates.' On a brighter note, we also look forward to welcoming new crewmembers and families. At the end of this inport (after the change of command), date TBD, we plan on hosting a family night. This will be a great opportunity to welcome new families and introduce our new Commanding Officer. We'll pass information regarding base services and hurricane season. There will also be plenty of food and prizes supplied by morale. I look forward to seeing you there.

Sincerely,

June Leshnover
Lieutenant Commander, USCG
Executive Officer



*LCDR June Leshnover
United States Coast Guard*

*"The crew did a great job
adapting to our
unexpected schedule
changes and I'm very
proud of them."*

Count on Us!

Credits

SN Stanley Adamson
 SNBM Nicolas Alger
 OS2 Ian Anderson
 MK1 Bradley Andreasen
 ENS Bryan Andrews
 SN Adam Arnett
 MKC Michael Bailey
 ENG2 James Barker
 SN James Bialk
 SN Robert Brehm
 SN Karl Brobst Jr.
 LT Adam Buckley
 EMC Wayne Bush
 ENS Samantha Coonan
 IT1 Joshua Craig
 LT Kathryn Cyr
 FN Brett Davies
 DC2 Andrew Dean
 BM3 Joseph Ditullio Jr.
 FS3 Alexander Donnell
 FS2 Jacob Doss
 MK2 Cedestinson Ductan
 SN Joseph Dunn
 LTJG Cory Fagan
 BM1 Peter Fager
 BM3 Weston Gaines
 SN Matthew Gonzalez

FN Gerald Goss
 EM2 Andrew Graver
 GM1 Jeremy Gray
 HS1 Rorai Greenan
 FS1 Jacob Grim
 MKC Wesley Grogan
 SN Preston Haggadone
 FN Lucas Heckler
 FN Chadwick Hoffman
 SN Nicholas Hogan
 BM2 Christopher Holmes
 FN Mitchell Iavarone
 BMC Nicholas Ingersoll
 FA Joshua Julch
 MK3 Eric Kasheta
 MK1 Stephen Kincade
 SK3 Daniel Kobs
 FS3 Jeffrey Ladjack
 SN Aaron Lenk
 LCDR June Leshnover
 BM3 Benjamin Levy
 MK3 Michael Maffioli
 SA Travis Magee
 SK1 Anthony McCabe
 OS3 Kevin McLean
 BMC Joseph Megahey
 EM3 Tad Murphy

FSC Phillip Ngo
 LTJG Francisco Nieto Jr.
 ME3 Robert Pagano Jr.
 ME1 Gregory Petrongolo
 CDR Lee Petty
 BM3 Charles Ralph
 GM3 William Rayne
 EM3 Alejandro Rendon
 ET3 Matthew Revell
 ET1 Shawn Russell
 MK3 Jesse San Nicolas
 ET2 Michael Scott
 SN Kyle Shilingford
 EM3 Calvin Stanford
 DC1 Joseph Stevens
 ENS Kyle Stover
 SN Timothy Streyle
 FN Isaac Thomas
 SN Kenneth Thompson, Jr.
 YN1 Roy Toomer
 FS3 Kyle Velasquez
 BM2 James Walters
 ENS Jenilee Williams
 SN Stetson Word
 OS3 Terrence Young
 MK2 Dwayne Zografos



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