



CONFIDENCE NEWS

AUGUST 31 - OCTOBER 27 2014 JIATF-S PATROL



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Captain's Cabin

From the Cabin...

Greetings Friends and family of CONFIDENCE. It is always a great feeling to be home after an extended deployment. We've put doing the mission first for the last two months - and in my opinion we've done that extremely well - but now it's time to take care of our cutter and our crew.

In reflecting on all that occurred during the last two months, I believe that the following analogy provides an adequate summary: This deployment was like a well-played game of horseshoes or "corn hole"; we consistently made good throws to put points on the board, but could never quite get a ringer or sink the bag in the hole. Let me give you a few highlights to illustrate:

On September 5th, we put the throttles down to respond to the high-visibility plane crash that occurred north of Jamaica. Once other assets were made available to assist, we were stood down from that response and told to resume our patrol.

On September 6th, we again diverted at best speed for search and rescue response...this time for a fishing vessel which had sunk north of Honduras. Before CONFIDENCE could arrive on scene, 7 survivors were rescued by a nearby Good Samaritan vessel. Our response was called off and we resumed our patrol.

On the night of September 20th, we nearly stumbled onto a go-fast boat in the pitch dark of night. No moon...no stars...no horizon; one of the darkest nights you could ever imagine. The only reason we saw it in the first place was because the bridge team was standing a tight watch and caught a small blip on the radar. When we got about 3 miles away from it, we saw it clearly on our infra red camera. Unfortunately, in the ensuing 2 hour high-speed chase by our own fast boat, the pitch dark worked to the advantage of the bad guy and it eventually lost us in the dark of the night. I think I can speak for all of us here on CONFIDENCE that it was a little frustrating to come so close to getting a bust like that all on our own — a feat rarely accomplished these days (i.e. the strong majority of busts are done in efforts coordinated with supporting aircraft) — only to come up empty.

Captain's Cabin

The afternoon of October 14th, we completed a 3-day boarding of the motor vessel *Carmen*. It was three exhausting days of working round the clock in intense heat to find hidden contraband. Despite the amazing effort, we couldn't find anything and resumed our patrol when we were done. In the end, however, I think we achieved the following: we were all so sick of doing that boarding by the end of it that I believe no current CONFIDENCE member who becomes a future parent of a baby girl will ever name that child "Carmen"!

On the evening of October 14th, only several hours after completing the *Carmen* boarding, low on food and fuel from having delayed a port visit (because of *Carmen*), we put the throttles down again to make best speed to intercept a go-fast sighted by a supporting aircraft. Unfortunately, time and distance were not on our side and the closest we could ever get to the bad guy was about 40 miles... not close enough to get our own fast boat in the water to catch up to it before it could reach Isla de Providencia (an island possession of Columbia located about 120 miles east of Nicaragua). On the positive side, the go-fast did not get away as it was eventually intercepted by two Columbian patrol boats waiting for it just south of Isla de Providencia.

So, while I could argue that luck was not on our side or that the odds were stacked against us in some of these instances, I chose not to dwell on that...and for good reason. Put quite simply, it is much easier and appropriate to dwell on this:

Your sons, daughters, husbands, wife, significant others, relatives and friends — my shipmates — they did it right this patrol. Every day they gave their best effort to the mission and did their jobs very well. The teamwork they displayed during our 3-day boarding of *Carmen*...the way they pitched in to take care of each other, maintained a positive attitude and demonstrated a superb drive to succeed... you would have been proud to see them and how hard they worked. To be with people of such character is why I wanted to go back out to sea again. I am extremely proud and blessed to be their Captain and shipmate here on CONFIDENCE.

Captain's Cabin

As I bring this article to a close, I will end it on a high note saying that we did pull off something I've never seen in more than 21 years of service. On three separate occasions we randomly stumbled across contraband (i.e. marijuana) floating in the water which had presumably been jettisoned by the bad guys during previous chases by other US and allied vessels. When all was said and done, we concluded the patrol having found almost 400 pounds of marijuana with an estimated street value of \$360,000. 400 pounds of drugs we're keeping out of our schools and neighborhoods...all randomly found in a rather large Caribbean Sea. What are the odds? So, it wasn't all bad luck this deployment.

Until the next newsletter, I wish you all the best and hope you get some quality time to catch up with your Cuttermen now that we are home. And, I extend a special thank you to all the families who "held down the fort" and carried the extra weight while we were deployed; you are our unsung heroes.

Yes, it's good to be home...especially for the holidays.

Best Regards,
CDR Jeff Yarosh
Commanding Officer



Drawing By: SN Peter Lovold

Chief of The Boat's Corner



Greetings from the Chief's Mess!

During these eight weeks that we were away from our families and friends the crew came together to conduct our missions safely and professionally. For nearly a third of our crew this was their first patrol on CONFIDENCE and those members excelled by completing their required qualifications quickly. Despite hard work and long days we were able to get some down time whether it was taking a dip in the Caribbean or sitting out back trying to catch some fish we made it through another patrol. We are looking forward to meeting our new crew members when we arrive back to home port. I would like thank the crew for a job well done, enjoy the time off with your friends and families you deserve it.

EMC Anthony Luciani



Cruisin' The Carib

By: ENS Carlos Gonzalez

Hello family and friends of the spectacular crew of USCGC CONFIDENCE. My name is Carlos Gonzalez and I am a newly reported Ensign aboard CONFIDENCE. I know you have missed your Coasties dearly, and we have missed you too. The purpose of this newsletter is to share some of our memories with you, and to let you know that you were always on our minds.

We began our journey on August 31, 2014 when we departed Cape Canaveral, leaving behind our families and friends to support this great nation. It was a quick turnaround from last patrol to now but the crew put in an incredible amount of work to ensure the cutter was ready to sail, and sail we did. We began our journey down the Florida coast, then around Cuba, and finally arriving in our operating area of the Caribbean Sea.

Once in the operating area we were on the hunt, searching for any suspicious vessels that could be transferring illicit narcotics or migrants. Work days were long, always trying to keep up with an ageing ship that required our constant attention. Day after day we patrolled, searching for a bust but things just didn't work out in our favor until one day. Now, this may not be considered a "bust" but it was something nonetheless. It was a Sunday afternoon and the crew was taking some much deserved time off when a bridge watchstander, ENS Kim Kopcak, noticed a large package floating in the water. Curious as to its contents, we cruised over to retrieve it. Once onboard, we determined that the package contents were tightly packaged marijuana bales! Now if you think that was luck, wait until I tell you what happened next. As we continued patrolling that same day, we ran into two more of the same packages with more marijuana bales.

After the first leg of our patrol it was time for a well deserved break. Our first port call was in Roatan, Honduras. As we pulled in everyone's excitement began to grow as we saw the beaches and mainland. Roatan proved to be a beautiful island with great beaches, scuba diving, and local attractions.

A couple of days into the hunt we saw some action. It was a dark, quiet night with calm seas and not a contact in sight. ENS Kim Kopcak was on the radar searching for anything that may even appear to be a contact and sure enough she found what appeared to be a contact. After tracking the contact for about an hour, LT Jones, the Operations Officer on board made the decision to check out the contact. After lowering the boarding team into our small boat we searched in the general area of the contact but could since the moon was not out visibility was poor. Once within 300 yards of the contact we gained visually confirmation of all our suspicions, it was a go-fast boat! They soon were on to us and started driving away at a high rate of speed. At that point it was a chase on the high seas with little to no visibility. After two hours of chasing the go-fast we lost it on the radar and for good into the dark. It was a hard realization that we were so close to getting our bust but that didn't stop us. A few days later we even found another bale of marijuana floating out at sea!

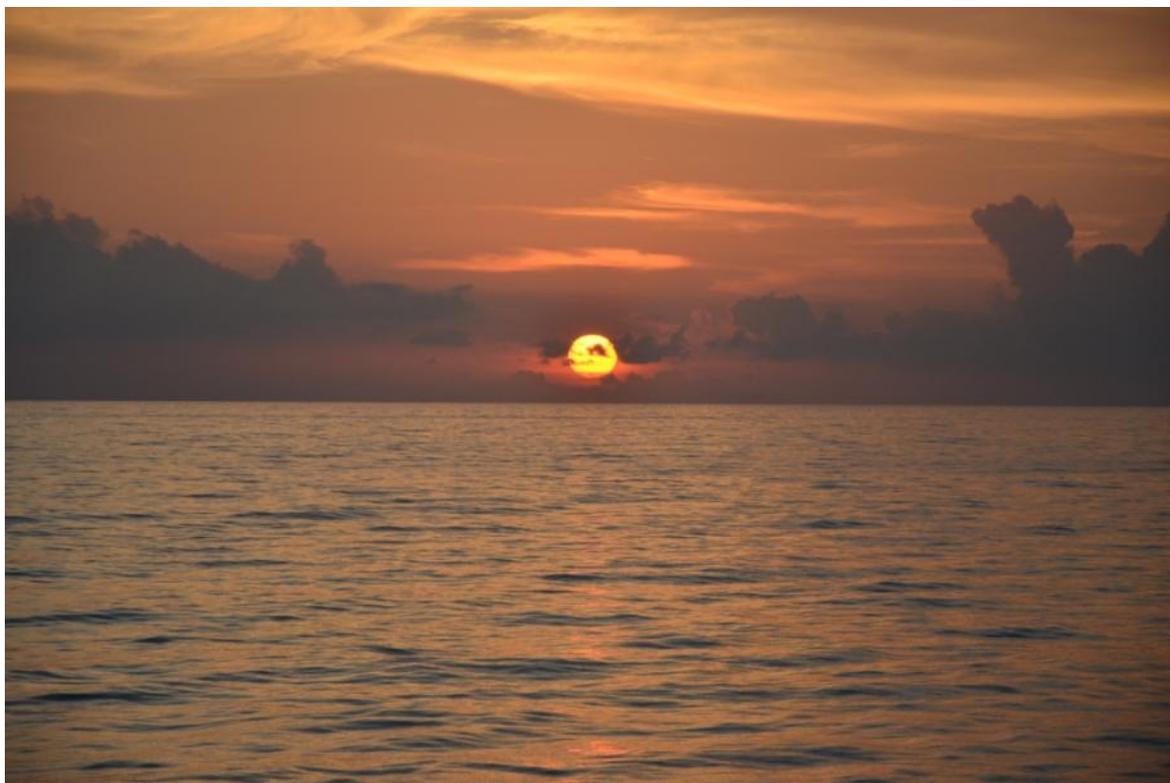
The next couple of weeks of the patrol seemed to blend into each other. Long days at sea filled with work, watches, and each other. After the first month at sea it was time for our second port call, Bocas Del Toro, Panama. Bocas Del Toro is a beautiful island off the coast of Panama. In Bocas the crew had the opportunity to zip line, snorkel, explore and most importantly relax after a hard month at sea. Bocas was another popular port call for the crew where memories were made and good times had. After Bocas, back to sea we went, continuing our patrol of the Caribbean.

For the next two weeks we patrolled until one day we discovered a suspicious looking cargo freighter on the high seas. Curious as to its contents and purpose of voyage we boarded the vessel. For the next three days the crew of CONFIDENCE searched down fore and aft of the vessel to ensure it was safe to be at sea as well as to ensure it was not involved in any illegal activity. After long hours of hard work we determined that the vessel was not conducting any illegal activities and let it be on her way. Once we departed the scene we started steaming towards our operating area. The very next morning SN Bowers was on lookout when he reported a large package in the water. After driving upon it we realized that we stumbled upon more drugs floating in the water! This was the third occasion where we found marijuana out at sea. By the end of the week it was time for us to pull into our next port call, Cartagena, Colombia.

Cartagena was a beautiful city with many historic sites and gorgeous beaches. The old city was surrounded by a large stone wall, lined with old cannons and lookout towers. The city contained numerous shops with great local food, coffee and souvenirs. After an enjoyable two days in Cartagena it was time for us to sail again, closely approaching our departure of the operating area towards home port.

For the next couple of days we continued to patrol the operating area until it was time for us to start heading home. The crew's excitement grew with each passing day, knowing that soon we would all be back to our homes outside of the 210 frames we've grown so accustomed to. It has been a demanding patrol but the crew was relentless in their work ethic and positivity in all situations.

Patrolling out here has a way of bringing people together for a unified cause, and an end goal of making it home safely to our loving family and friends. Thank you for supporting us while we do this crazy thing called, "going out to sea".



JIATF Port Call Recap... From the Girls!

By: ENS Chelsea Sheehy & ENS Kim Kopcak

Hello CONFIDENCE family! ENS Sheehy and ENS Kopcak here, reporting from the “Penalty Box” in Upper O’s! Here’s a recap of Jom’s Mom’s and Grandma’s port call experiences!

Roatan

Prior to our arrival in Roatan, we discussed port call activities. We threw around outdoor activities such as snorkeling, scuba diving, and paddle boarding. We eventually settled on letting the island breeze lead us on an exploration of the West Bay. We donned our colorful and sparkly bathing suits, applied copious amounts of sunscreen, and enjoyed the tropical beaches. We even had relaxing massages on the beach while listening to the ocean! During the evening we enjoyed the nightlife and soaked up the lively and energetic island culture.

Bocas Del Toro

ENS Kopcak recommended deep boarding- snorkeling while utilizing a board that’s connected to a boat! Unfortunately (but well worth it!) we got wrapped up in socializing and never made it to the water to swim with the fish. We did however dine on local food (hamburgers and salad, that is) and walked through a few tourist shops. ENS Sheehy bought a sturdy navy blue and multicolored threaded hammock that she is looking forward to swaying in upon her return to Cocoa Beach.



Cartagena

One word: EMERALDS. We were in a trance when we laid eyes on the deep emerald green stones. ENS Kopcak had to practically lift ENS Sheehy's jaw up from the ground! While our fellow JO's admired pendants and earrings for their girlfriends or mothers and debated on which piece of jewelry would reflect their unconditional love, we did our own shopping...for ourselves. Both of us left Cartagena with an emerald ring. As a thank you to Cartagena, we wore our rings during special sea detail! Although the assortment of gorgeous emerald rings was a highlight of the port call, we cannot forget to pay homage to the Old City's spectacular architecture and history. Please note that ENS Sheehy had a terribly difficult time finding hairspray at grocery stores.

Key West

Fantasy Fest will go on without us.

Overall, the JIATF port calls were a blast! We're leaving with a few trinkets, emeralds, and many memories.



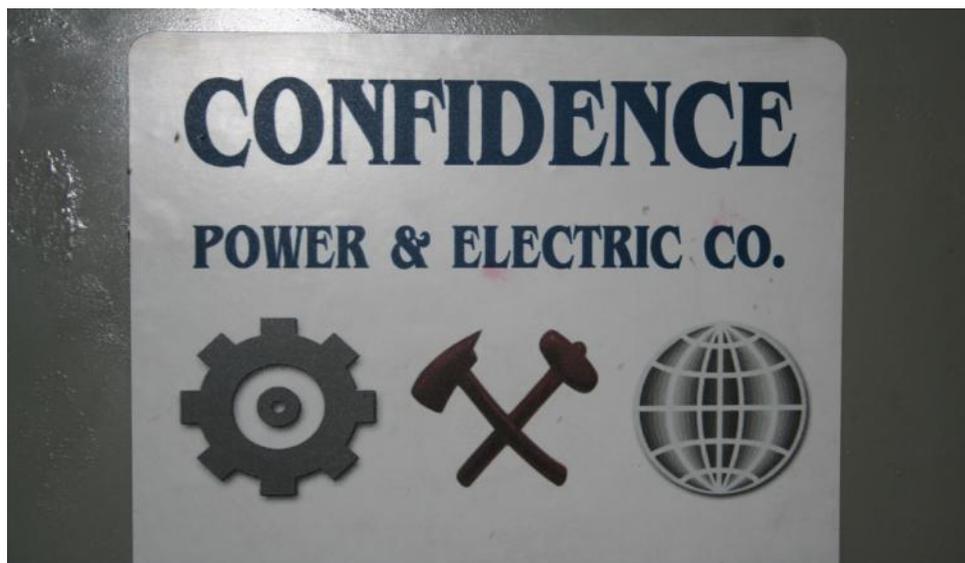
Main Control

By: MK1 Joe Boraski

This is a genuine no BS story. For those of you not privileged enough to spend 360 hours per patrol in the control booth of the utilities department onboard CONFIDENCE listening to MK2 Wedner describe the outfall of self imposed Reverse Osmosis unit casualties (Brine Flow Gage), watching MPA and EO do an unusual amount of dips between the mains, listening to MK2 Del Rosario's long winded and seemingly never ending stories about the Upper West Side in Manhattan as a young pizza entrepreneur; allow me to take a few moments to explain the ins and outs, or the ups and downs, of CONFIDENCE's Power, Electric, and Water Departments. Main Control is where the bilge rats stand the watch. It's where all of the shenanigans happen. It's the center of excellence for all things engineering related. It's in main control we teach LT (Select) Watkins, (MPA), about the Controllable Pitch Propeller system and thanks to EMC, EO finally knows where the stop buttons are for the main diesel engines.

MK2 Wedner, AKA Fabricante de Agua, maintains the unit's Reverse Osmosis (R/O) system creating approximately 1900 gallons of clean drinking water for the crew. When MK2 Wedner, AKA Deebo, isn't busy working on the R/O units, he's usually hiding from the challenge of Fireman Zack "The Mad Attack" TESTA!!!! Thanks to a limitless supply of Purple Power from the Auxiliary Division (A-Gang), the MPA can wander around the engine room checking for air leaks, creating an even more extensive stand down work list for MK1 Boraski. Our electrical division chase grounds on a regular basis, change light bulbs, and they service the unit's Laundromat under the guidance of EMC Luciani (COB). You can usually catch the EM's on the Cartoon Network on Closed Circuit Television in Main Control when they're busy NOT fixing the crankcase exhauster on the number 1 Main Diesel Engine. When the EMs finally do get a break they can't take it because they have to clean up after the MPA who likes to play electrician and disconnect wires from gage panels and leave them hanging in main control. A move like this by the MPA usually prompts the crazy electrician to start removing cylinder heads from the main diesel engines. Does anyone know if you can lower and raise the small boat with only one ship's service diesel generator online? Does anyone know if you can parallel the generators with the ISOC switch in Droop? You can always count on the DC Division to control the flow of water from the stack space into the engine room. Whatever you do, don't send DC2 Andrews to check for a sewage leak with his thumb.

Thanks to all those who stood the mighty four hour watch in the control booth. That even includes the Senior Watchstander/Watch Captain and his favorite 0800-1200 watch. Congrats to the MPA and his certification as an underway engineer of the watch. I said underway.....Inport will be a whole other story! Seriously, to all main control watch standers, your hard work and dedication have made it possible for CONFIDENCE to complete yet another patrol and return home safely to the waiting arms of our families, friends, and loved ones. Bravo Zulu!



OPS' Business Card

By: ENG3 Richard Watkins

Time on deck 1315, deep down in the heart of the Caribbean Sea bridge personnel were standing a diligent yet climate controlled watch. Wet bulb globe temperature reading from the flag box was a scorching 96.8 degrees Fahrenheit while inside, compliments of the ship, the bridge's very own window shaker, conning personnel and BM2 Del Conte's hidden stash of candy bars were fresh.

The window shaker was functional but the placement of the condensate drain port was an eighth of an inch too high and an obvious manufacturer design flaw. Not completely satisfied with the situation LT Jones knew in his heart that improvements could, and should be made. Said placement did not allow for proper drainage and permitted the collection of unwanted water. LT Jones identified that this collection of unwanted water could pose environmental concerns for the crew and after hours of careful deliberation came up with a solution.

LT Jones divulged his plan instructing BM3 Monella, our very own self-proclaimed Hercules, to drill an additional drain hole on the bottom of the unit therefore preventing the collection of unwanted water and potentially saving the crew from infection. We are all not exactly sure why LT Jones selected BM3 Monella, there is some speculation as to the distance from the deck to the underside portion of the window shaker but that key ingredient to this short story is one that we may never uncover.

Under careful supervision of LT Jones, BM3 Monella struggled to pierce the hardened steel which encompassed the shaker's foundation with such a dull and oversized drill bit. Fit to be tired with BM3's struggles, LT Jones took the situation into his own hands. There were reports from fantail spectators of LT Jones shouting "Dag Nabbit, if you want something done right you gotta do it yourself".

Understanding that he was the crew's last resort to prevent the spread of infection, LT Jones took the drill from BM3, positioned himself to obtain maximum leverage and proceeded to drill.

After several minutes sweat began to pour off his brow and the veins in his arms pumped enough blood to fill a broken helo. Demonstrating sheer determination LT Jones finally pierced through the foundation and various other operational components of the window shaker therefore fixing the drainage problem.....permanently!

Thank you LT Jones, another job well done!

LT L. JONES
Home Improvement Specialist
Licensed and Insured
"Specializing in A/C Repairs"

Sponsors: **DeWALT**

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CONFIDENCE Fantasy Football

By: MKI Joe Boraski

Confidence Morale Committee organized a “Pick em” Challenge prior to the start of the regular NFL season. Each week members of the crew use a pre-generated pick sheet that lists all of the games for the current week. Whoever has the most correct picks after the Monday Night game is the winner. If there is a tie, the total of the final score from the Monday Night game is used to determine the winner. At the deadline for this article we were at the end of Week 7. Here are some highlights from the midpoint of the season.

WEEKLY WINNERS:

Week 1 — EM3 Whitlock
 Week 2 — SN Gaunt
 Week 3 — ET2 Traynor
 Week 4 — OS1 Tynes
 Week 5 — OS1 Tynes
 Week 6 — SN Gaunt
 Week 7 — CWO (LT Select) Watkins

POINTS STANDINGS:

OS1 Tynes — 66	SN Gaunt — 49
OS2 Guarino — 66	MK3 Morin — 46
EM3 Whitlock — 65	CO — 36
LT. Hayes — 64	IT2 Long — 31
CWO (LT. Select) Watkins — 63	ENS Hamel — 29
OS3 Krahn — 63	SN Garner — 18
GMI Dingman — 60	SK2 Klosterman — 16
BM3 Monella — 59	LT. (#6) (LCDR Select) Jones — 15
ET2 Traynor — 57	EMC Luciani — 10
ME1 Pumo — 54	YNI Robinson — 7
FSC Williams — 50	FN Testa — 7
ME2 Dixon — 50	FSI Perez — 4

Climbing The Jacob's Ladder

By: The Crew of Turnpike 29er

There aren't many "old salts" in today's Coast Guard who haven't been required sometime in their career to climb the ever towering Jacob's ladder. Originally, the Jacob's ladder was a network of line leading to the skysail on wooden ships. The name alludes to a staircase to heaven that the biblical Patriarch Jacob dreams about during his flight from his brother Esau. Jacob reputed to have dreamed that he climbed a ladder to the sky. Anyone who has ever tried climbing a Jacob's ladder while carrying a boarding kit can appreciate the allusion. It does seem that the climb is long enough to take one into the next world.

The term Jacob's ladder used on a ship, applies to two kinds of ladders. The first is a flexible hanging ladder. It consists of vertical ropes or chains supporting horizontal wooden or metal rungs. Today it is used mostly to allow people to board a ship from small boats; hence it is better known as a Pilot ladder. Because the decks of most commercial ships are far above the waterline, pilots and others who need to come aboard at sea can only do so if a Jacob's ladder is put out. When not being used, the ladder is stowed away (usually rolled up) rather than left hanging. On late 19th-century warships this kind of ladder would replace the normal fixed ladders on deck during battle. These and railings would be removed and replaced with Jacob's Ladders and ropes while preparing for battle the days before. This was done to prevent them from blocking line of sight or turning into shrapnel when hit by enemy shells.

The second applies to a kind of ladder found on square rigged ships. To climb above the lower mast to the topmast and above, sailors must get around the top, a platform projecting from the mast. Although on many ships the only way round was the overhanging futtock shrouds, modern-day tall ships often provide an easier vertical ladder from the ratlines as well. This is the Jacob's ladder.

Unsafe Jacob's ladders frequently lead to serious maritime injury accidents or wrongful death. Proper safety procedures and equipment must be used to access any vessel or there is a high risk of injury. Here are a couple of safe climbing practices to consider.

Always wear the proper gear for climbing the Jacob's ladder. A ballistic helmet and a life jacket are a must in this scenario. Next, when descending a Jacob's always listen to the boat coxswain. Don't make any moves until you are told to. Start making your way down the ladder and wait about halfway so the coxswain has time to make his approach to pick you up. The boat engineer is usually waiting at the bottom of the Jacob's ladder to spot you as you make your transition into the boat. If he takes hold of you by grasping your body armor and life jacket, and says, "I got you!" just let go of the ladder so the boat engineer can maneuver you into the boat. Additionally, physical fitness is a key aspect of Jacob's ladder climbing. If you're only hitting the weights in the unit's gym once a day, think about adding a second workout for shoulders and biceps. The performance of these muscles will overwhelmingly support your climb as well as your descent.

Finally, safety is always paramount during personnel transfers. Use some common sense and protect yourself. If you have any questions about the Jacob's ladder, ENS Gallagher (ILT) is well versed in clambering the almighty Jacob's ladder. He has a deep relationship with the Jacob's ladder that stretches from Admiral's Bay in Bocas del Toro, Panama to the shores of Cartagena, Colombia. His tenacious grasp on Jacob's ladder has provided an assurance that he can and will ascend Jacob's ladder each and every time without any flaws. Cuz, thanks for allowing us to be a part of your Jacob's ladder climbing experience! Turnpike 29er was happy you made it into the boat safely and we are extremely proud to watch you grow as you scurry up and down the rungs of Jacob like an "old salt".



Magellan

By: BM2 Andrew Del Conte

Okay folks, so we're not out here sailing around aimlessly pointing our bow where ever when ever. Over the last two patrols I've come to appreciate the history, the roots, the origins so to speak of sea going navigation and of course where it has led us into the use of today's much appreciated technology.

Imagine for a second if you will... The year is 1548 and you're out on deck pleased by the aromatic waft of your new wooden sailing vessel ready to conquer far seas and new lands afar, it's time to set sail to the new world. So the question begs, how did early mariners traverse the Atlantic? Did they use seaman's eye, pigeons, high-powered scopes, or an I-Phone to navigate with??

These are the questions I asked myself after a "heavy on the brain" training session going over the navigation system we currently use today, commonly known as "COMDAC". Well you can't get through a conversation with BMI Joseph "Magellan" Komjathy about today's navigation systems without Celestial navigation or what is known in the mariners' world as "SAIL-NAV" coming up.

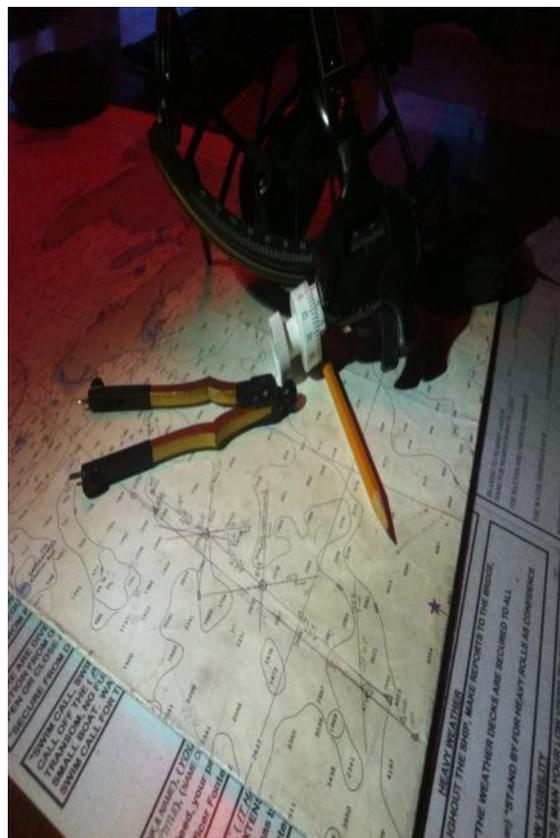
What is SAIL- NAV...? It's a form of navigation that in its origins excluded braking out electronics (GPS, I-phones and electronic computer chart plotting systems). Somewhat the equivalent of busting out wooden oars or raising canvas sails to propel vessels.

The bottom line, in 1548 you would have to figure out your location without having a visual land reference once all land was out of sight. How do you know your ships position without a visual reference... "SAIL- NAV"! A craft losing ground to modern technology, but not a craft left without a passionate fan!

Initially used around the 16th century I would like to describe it as a beautifully complicated formula using the sun/planets/moon/stars and the horizon to help mariners navigate and guide them along the mighty seas of the world.

The tools used; a Sextant (Google it), a whole lot of calculating knowledge, a whole mess of symbols, timing, the sun, the moon, several other planets, and stars. The Sextant contraption is the primary tool used to bring these objects down to the horizon. When this happens it's time to breakout mathematics equivalent to trigonometry, calculus, algebra, and space alien coded figures to sum up our ships position. With six years of sea time I've only witnessed two shipmates efficiently use SAIL-NAV, but I've only met one whose passion is exuded in his excitement to teach a craft that helped guide the first European explorers and settlers across the sea's to the new worlds.

The days are long out here and most of my idle conversation with shipmates are learning about their families and where they come from, but on this occasion Magellan you've made another fan out of me, not a an expert, but a fan "SAIL-NAV"!



The Sun and The Stars

By: EM3 Carl Lampman

The engine room is bright at night. Compared to the bridge at night it's a disco floor. The engineers world is one of hot metal and fuel that have to be looked at and tended to and to that end we are not able to afford ourselves the night vision the darkness and dim red lighting the bridge allows.

My rounds take me through areas kept dark with red lights that not only allows the bridge crew to see the ships on the horizon at night but also to take in the awesome spectacle of stars and Milky Way in all its splendor, unmarred by city lights. That space for me is filled tripping hazards, head bumps and mysterious shadows, except for one spot.

When I climb up the ladder from the engine room deck to the main deck, when the water tight door is open to the weather deck, I can see a patch of sky over the gunwale. I may only see a dozen or so stars in that piece of sky, but they're amazing.

Sometimes on a round it is spectacular enough to make me take the few extra steps into the night of the weather deck to look up to see a bit more of the sky. I have to trust that the deck is there as my eyes strain for the light.

On the 04:00 round is when I'm most in awe. It's almost like the sea is sparkling with starlight sometimes. The combination of stepping into darkness and seeing the stars rise and fall as the ship rides across the waves is slightly disorienting. For the next two rounds the stars appear dimmer against the light coming over the horizon from the East until finally on the last hour, the last round before breakfast when once again I am disoriented, this time by the over powering sun streaming down the ladder at me.

But no-matter how beautiful the sunrise is making our port side gleam like a misguided iceberg in the Caribbean, I and this crew are never happier than when we have to walk a few extra steps to find the sunrise to our starboard.

New Confidence Crew and Families:

CDR Jeffrey Yarosh

MKC Jeffrey Mead

FSC Steven Williams

BM2 Andrew Del Conte

BM2 Kyle Gaab

MK3 Matthew Morin

SA Tyler Cline

Fair Winds and Following Seas:

ETI Joseph Spalding

SN Matthew McGee

SN Matthew Bartnick

FN Tyler Good

FN Grant Rogers

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Patrol Snaps & Smiles

Courtesy of: BM2 Andrew Del Conte & IT2 Travis Long













Thank You For Your Continued Love & Support!

