



# CONFIDENCE NEWS

JUNE 21ST - AUGUST 13TH PATROL



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# Captain's Cabin



Greetings from Mayport (I originally wrote this from the Windward Pass but our server crash wiped that out). We had a rather atypical patrol - LOTS of action and lousy weather. I wish you could see your Coast Guardsmen in action like I am fortunate to do each day. Their professionalism, dedication and character is amazing. They truly are elite.

We intercepted, embarked and eventually repatriated 82 Haitian migrants in 4-5 foot swells one of our first nights in theater. It was a challenging evolution performed with great skill by all hands. We also received 5 Haitians and 1 Cuban migrant from other cutters for repatriation. Combined with 8 boardings, including a suspected smuggling boat, we were very busy with Coast Guard missions. On top of that, we completed dozens of drills, 47 helicopter evolutions, a patrol boat refueling, and a unique towing job. We were the second 210 foot Cutter to moor in Grand Turk in the last few months. It was an interesting change of pace - a little slow but relaxing and a big change from Guantanamo Bay.

As you know, we're about to wrap up our biennial 3-week training evaluation - all of our patrol operations helped us to successfully complete this challenge. We initially intended to issue two newsletters (one for patrol and one for TSTA) but were forced to combine them. I hope you all enjoy the great pictures in this edition.

I'd like to welcome aboard all our new crewmembers and families. Welcome to CONFIDENCE - it's great to have you! We also must say farewell to a number of mainstays. I won't list all of them here - I'll just say thank you and good luck to all. You're always welcome back aboard CONFIDENCE.

I hope you're all enjoying your summer. See you soon.

Best wishes,

CDR Matt Meilstrup

p.s. I wanted to take the opportunity to remind everybody to safeguard any information you receive about port calls, dates, times and references to our location. Many of our missions necessitate the protection of this information and other details with potentially detrimental effects if publically released. We try to share as much as possible with the crew and families but must make sure this operational information does not get out in emails, Facebook, blogs, etc. Thank you for your vigilance.



## XO's Words

Shipmates and Families:

I write this as we steam home from our patrol, and I know how anxious everyone is to get there. The crew has done an outstanding job this patrol, specifically getting ready for our 3 weeks of Tailored Ship's Training Availability, where their performance far exceeded anyone's expectations. We depart the training cycle having completed all required drills and exercises averaging well over 90% in all our warfare areas. You all should be proud of that accomplishment!!!

As this is my first newsletter since reporting aboard, I would like to thank the crew, and the families I've been privileged to meet for extending me such a warm welcome. Especially, I would like to thank the ship's Ombudsman, Mandie Jarvis and Marcela Nicolini, for their efforts keeping us connected. As the Captain noted in his remarks, we suffered a major casualty to our e-mail server, and Mandie and Marcela were instrumental in spreading the word and being our link to the mainland, which proved critical during a few unfortunate emergency leave and medevac situations. Thank you both!!

We have an extended inport coming up and I hope we can all make good use of it. There is plenty of work to be done, but it is important to get family time in as well. We will, no doubt, be back underway before we know it.

Warm wishes,  
LCDR Mark Glancy





# DECK DEPARTMENT

Well, after months of writing and planning and several hours in our recording studio in the paint locker, the wait is finally over. “Hi Ho, Hi Ho, it’s off to Work We Go”, as remixed by Deck Department, will be hitting the shelves this Christmas along with other salty favorites such as “Don’t Go Lowering My Boat”, “Heave Around Baby One More Time”, and SN Hutchison’s debut solo hit remix of “I Would Walk 500 Miles.” Stay tuned for “Shady Oaks” appearance on “MTV Cribs”, as well.

Yes, spirits and motivation were high in Deck Department this patrol. With our incredibly busy operational tempo and frequency of important deck evolutions,

Deck stayed motivated and continued to show the world just how awesome we are. From lowering the small boats for some serious boat training to anchoring off of the coast of a third world country to keeping an eye on 87 friends from out of town, members of Deck Department stepped up to the challenge and got the job done.



Most notably is that they did all of this despite the absence of BM1 Allred and BMC Burt. As a new 1LT, I am proud to say that many members stepped up to the plate to fill the gap in leadership

and help me learn the ropes and do what needed to be done to keep Deck running and prepare for our three weeks of fun filled drills in Jacksonville at TSTA. I do want to particularly give a shout out to LSN Poe and BM3 Murray in particular for working with me constantly to plan, prepare, and execute the things that needed to be done on a daily basis.

I would be remiss if I didn’t also mention some quick Hails and Farewells. We said goodbye this patrol to SN Joseph, who has left for HS “A” School and we wish him all the best. We also said hello to two new shipmates, SN Zepf and SN Stewart. To both of you, we welcome you to the best Deck Department in the fleet and know you will do well here.

Well, that about wraps it up. As they say, “May your hammer be mighty.”

Chris Salinas, ENS  
First Lieutenant

# OPERATIONS DEPARTMENT



Home is right around the corner, which means we should sit back for a moment and reflect on the past two months. Focus on the good things and the fun times, what we learned as a whole, new and old, young and older, how things are constantly changing.

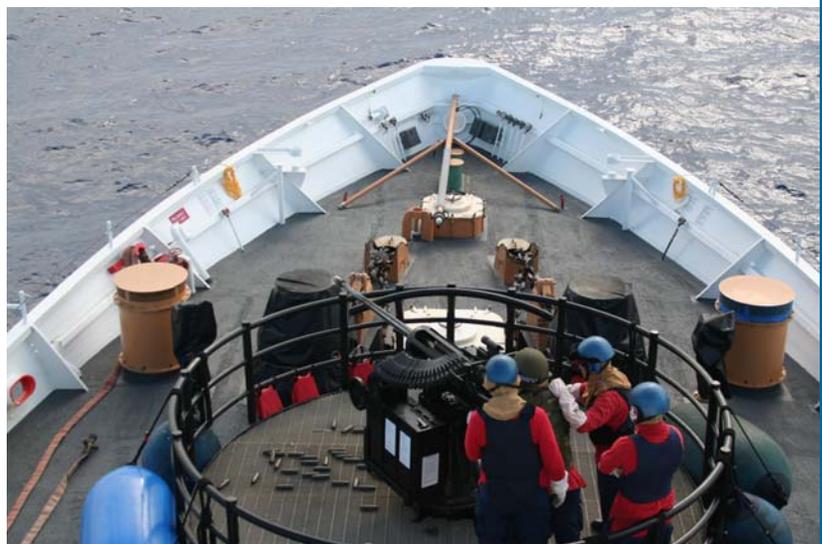
This patrol was the first for many at this unit. Particularly, we would like to welcome our new junior officers ENS Mike Ahlin (Thing 1) and ENS Mark Tatara (Thing 2). Mr. A. will be leading the WEPS division and the CIC gang. Mr. T. will have his hands full as the ELMO or EMO, maintaining our connection to the outside world. OS1 Marcus Calkins and OS2 Turner Bramblett join forces, adding to the ever so entertaining group of OS's on board. BM2 Shepardson and BM3 Phillipp joined our Navigation division; when they weren't navigating, they were fishing. When they weren't fishing, they lived on the bridge.

As always, our department worked extremely hard and dedicated countless of hours to keeping the cutter functioning on the operational side. Many thanks goes out to our OS's for ensuring our mail was received and messages sent out, up keeping communications, owning their drills during TSTA, and using a Monopoly battleship to symbolize CONFIDENCE during briefs. The ET's, the best in the fleet, continued to display their flawless expertise, consistently responding to electronics issues, procuring necessary parts and equipment, and providing OPS with her frappuccino. Our GM1 and ME's maintained the readiness of our weapons, making them available for quick issue. We safely conducted numerous gunnery exercises. During TSTA, we decided to have some fun by spray painting the drum barrel targets pink and nicknaming it Hello Kitty. The crew had quite the laugh. ME1 and ME2 provided invaluable experience during boardings and expertise in training the crew in Anti-Terrorism and Force Protection procedures. The Navigation division, which consists of two BM's and a BM-to-be, kept us on track the whole way. Our Navigation division, mostly consisted of new members, interacted very well, never failing in working as a team. They quickly adapted to situations and last minute projects. Last but certainly not least, IT1 Luce came through yet again. He worked hours upon hours on rebuilding the unit's server from scratch. His patience and dedication to our unit goes an extremely long way. It is because of IT1 we still have the ability to correspond with our families and carry-on our work at sea.

There are some accomplishments this patrol to note. ET1 Jarvis earned his Cutterman's Pin in July. This rare feat requires a member to be fully qualified in his or her duties and requires that the member serves at least 5 years of sea service. ET1 has served aboard two cutters during his tenure at sea. SN Tallyn earned Sailor of the Quarter. He put in a ton of work during dry-dock and prepared his division for CART, repeatedly single-handed. He also passed the Deck Watch Officer/ Rules of the Road exam. He will be getting married in September and will be departing us for BM "A" School. OS1 Calkins and ET3 Littleton qualified as CIC watchstander. BM2 Shepardson and Cadet 1<sup>st</sup> Class Roth qualified as Navigator of the Watch. The Operations Department has had a lot of success, and our future looks to be filled with many more accomplishments.

Good job during the patrol and a job well-done during TSTA! Bravo Zulu!

-AOPS





# ENGINEERING DEPARTMENT

Greetings from the below the waterline. As this patrol winds down and the crew prepares for TSTA, we'd like to take a few minutes to look back at some memorable moments for the engineering department.

First, we'd like to welcome aboard our new shipmates and say farewell to those who will be leaving us. FN Lee, FN Miller, and MK3 King all joined the crew since we last set sail. MKC Noel and ENS Gilligan arrived at the beginning of the patrol, and DC1 Ruffner met us in Grand Turk. Welcome to CONFIDENCE Engineering! We'd also like to welcome back DCC Lindsey, who returned TAD for this patrol. Thanks for helping us out, Chief. FN O'Hara crossed our brow for the final time in Gitmo to attend ME A-school. We wish him the best of luck in all his future endeavors.

Chuck the Chinchilla began his harassment before we could even get underway. Chuck, it seems, developed a taste for our gyro compass. The EMs, with a little help and some borrowed parts from VIGILANT, got our gyro back in action in time to start the patrol. Chuck didn't retreat for long, though. DC3 Aguirre and ENS Gilligan climbed over and around the boiler to patch a two foot long crack in a scullery drain pipe. Covered in syntho-glass and reeling from the heat, Chuck was again defeated. A-Gang fought Chuck for control of the reefers throughout the patrol. MKC Provoyeur, MK1 Reel, and MK2 Preston spent countless hours adjusting the reefers to keep our food cold. Many a night they were awoken by an Aux watchstander to keep the reefers working. Main Prop had its share of battles with Chuck as well. MK2 Deaton, MK2 Daire, MK3 King, and FN Miller each took their turn, and some more than once, drenched in raw water repairing parts of the engine room equipments' cooling systems. MK2 Daire took a swim in the hydraulic fluid flooding the CPP and retrieved the pile of rags and sand paper, courtesy of dry dock, blocking the drain. FN Rodriguez, FN Miller, FN O'Hara, and MK3 King changed countless filters, and with MK3 Brown, FNDC Bakels, and FN Lee, performed constant lube oil wipe-ups on our leaky generator. The DC shop saw some good action this patrol, dealing with a broken SCBA Air Compressor, a malfunctioning P-100, a destroyed fire hose, and as of lately, a broken Argus. They kept extremely busy this patrol as, in addition to their normal work load, they reached out to the crew administered some quality DCPQS training. Bravo Zulu to all the engineers for your hard work this patrol!

Special thanks goes out to the members of DCTT. Despite a training time out in the middle of the patrol to stand watch over 82 Hatian migrants, DCTT worked tirelessly to prepare and run drills, and planned DC Olympics events. Their efforts trained the crew to properly respond to emergencies. As a result of this practice, many crew members received basic or advanced DCPQS qualifications, and the crew is ready for the challenges of TSTA.

Over the course of the patrol, many members of the engineering department got new qualifications. We'd like to recognize a few of them.

The Auxiliary Watch qualification is the first of many watch standing qualifications engineers achieve. This watch requires knowledge of many engineering systems onboard and basic damage control. Through hourly rounds of the cutter, the Aux Watch serves as the EOW's eyes and ears both inside and outside the engine room. FN Lee, MKC Noel, ENS Gilligan, FN Bock, FN Miller, and MK3 King qualified Aux Watch this patrol.

The Throttleman Watch qualifications is one of the most difficult qualifications to achieve. Throttlemen possess in depth knowledge of all the equipment in the engine room, including all operating parameters. Congratulations to MKC Noel for qualifying Throttleman.

The Engineer of the Watch, or EOW, is in charge of the watch section, and monitors the status of all engineering equipment. MK2 Daire and MKC Noel qualified EOW this patrol.

Congrats to DC3 DiGirolamo for passing his end of course test!

Stay Thirsty, Engineers!



# Supply department



First off I would like to welcome FSC Drayer, FS3 Boyer, FS3 Sebring, and SK3 Moreno. With our Summer Patrol mostly behind us now, and our next inport within our sights we can look forward to the summer and a few days off.

We have had many unexpected turns and twists since we left homeport back in June, the SK's spent most of their off time, during the BSF's and port calls getting everything needed to keep us mission ready and running smooth. They made sure we had the vans and gas for liberty, the fuel for the engineers, and the replenishment of office and MAA supplies. SK's successfully completed the 3<sup>rd</sup> quarter inventory.

Within the FS Division it was also extremely busy with the extra crew and migrant ops. But they found the time to make some really great meals for the crew including some good rice and beans for our migrants. FS3 Boyer & FS3 Sebring (our battle cooks) teamed up this patrol, plus you know you can't go wrong when you have FS3 Stevens looking after them. They did a great job making sure we had awesome meals waiting for us after many rigorous special sea details.

Many of us owe HS2 Gillard for his prompt medical procedures and advice. HS2 also provided hours of mentoring to his two strikers whenever they were not standing watch.

HS2 had to give stitches to one of the migrants "in the dark, no big deal". He also performed toe surgery for a shipmate. In doc's words "it's funny when I want a extra piece of cornbread I have to wait. But when I need a medevac I get one in no time.

YN1 Andreu says it was business as usual.

Once again, we are closing a very successful patrol. Thank you to everyone back home, because couldn't have done it without your support.

*SNSK Martin*



# CONFIDENCE CREW AND FAMILIES

## WELCOME ABOARD

LCDR Glancey reporting from Sector Miami  
LT reporting from USCGC Boutwell  
ENS Ahlin reporting from the CG Academy  
ENS Gilligan reporting from the CG Academy  
ENS Tatara reporting from the CG Academy  
FSC Drayer reporting from CGC Diligence  
MKC Noel reporting from CGC Harriet Lane  
OS1 Calkins reporting from CGC Sherman  
DC1 Ruffner reporting from CG Station Marblehead, OH  
BM2 Shepherdson reporting from CG Station Valdez, AK  
OS2 Bramblett reporting from Intel Watch Section, Alameda  
BM3 Phillipp reporting from MRST Chesapeake  
FS3 Sebring reporting from FS "A" School  
SK3 Moreno reporting from CGC Pea Island  
MK3 King reporting from MK "A" School  
EM3 Hernandez reporting from 378 WHEC MAT  
FN Dailey reporting from Training Center Cape May, NJ  
FN Miller reporting from Training Center Cape May, NJ  
SN Banks reporting from Training Center Cape May, NJ  
SN Stewart reporting from Training Center Cape May, NJ  
SN Schnepf reporting from Training Center Cape May, NJ  
SN Zeph reporting from Training Center Cape May, NJ

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Port Canaveral FL 32920

*Congratulations to all those who were promoted or advanced*



**SK2 TITUS**



**OS1 HANIF**



**MK2 DEATON**



**DC1 JOGLAR**



**LCDR PAYNE**



**CDR MILLER**

# A Look At the Patrol

