

**SHORE TIES VOL. 5**  
CUTTER HARRIET LANE (WMEC 903) NEWSLETTER  
May 2006, JIATF South Patrol

**From the Cabin:**

Hola from the bridge of CGC BEAR. As you are aware, our HARRIET LANE sailors have “borrowed” one of our sister ships, Cutter 901, to maintain our operational readiness, watchstanding qualifications and provide extra underway cutter days for the Coast Guard. My PAO covered many of the patrol details in his write up below, and as you can see, we have been quite busy aggressively patrolling the Caribbean Sea. We have had a number of people achieve qualifications for their watches, (see below) have conducted 118 helo evolutions so far this patrol, looking for the endangered and elusive go fast drug boats (see below picture of one that got away) and we finally enjoyed a port call after a long, 25 day stretch underway. In addition to deploying on the BEAR, we have the unique opportunity to share our patrol area with the USS GEORGE WASHINGTON Carrier Strike Group, as they participate in a Partnership with the America’s exercise in the deep Caribbean. Our resilient crew, as always, continues to be extremely resourceful, adaptable and enthusiastic. I have had several outside observers who have deployed with us recently make these same observations and I hope you are as proud of them as I am.

Reports from the Yard on the progress of our HARRIET LANE have been good. She is expected back in the water in early to mid June and should be complete with the six month yard period by mid-August as planned. We will begin sending crewmembers up to Baltimore in small groups in June for short spells, then we expect the entire crew up there in early August to bring her home to Portsmouth. Following that, we will have some underway work ups and training time before beginning a patrol sometime in late October that should have us home for the Christmas and New Years holidays.

While the Caribbean is nice and warm, we are all looking forward to our return at the end of the month and our reunion with family and friends. I am personally looking forward to a new addition to my family when we get home; hopefully Melissa can hold out until then. With the summer transfer season approaching, we bid farewell to some shipmates and welcome others. If you are among them, it’s my pleasure to wish you success and am glad you are part of the HARRIET LANE family. As always, we keep shooting for “THE DESIRED EFFECT!”

Best Regards,  
Chris Scraba, CDR  
Commanding Officer, USCGC BEAR and HARRIET LANE

**Your Guys in action:**



**Our HITRON helo on the USS George Washington The guys enjoy a relaxing day at the ship's party**



**View of a go-fast heading for Colombian waters We enjoy a swim call off the coast of Colombia**



**BM1 Defelice puts 3<sup>rd</sup> Class crowns on BM3 Murphy**

**Winners of the beard growing contest**



**Helo Tie-Down crew removed tie-downs prior to launch**

## **Patrol Notes**

### **Crew Swap: Round 2**

Greetings from the Caribbean! The crew of the HARRIET LANE has been underway for six weeks, with three weeks of the patrol remaining. It has been an eventful first half, with helicopter operations, small boat training, and personal qualifications. The final weeks also promise to be as eventful, with two port calls, and a full moon that will provide good illumination for our relentless search for Go-Fast drug boats.

We started this patrol by assuming custody of CGC BEAR two weeks prior to getting underway. With the cutter HARRIET LANE entering the Coast Guard Yard in mid-February for her six-month Mission Effectiveness Program (MEP) drydock period, the crew was provided the opportunity to take another cutter out, much like last summer when the crew of CGC TAMPA took custody of our ship.

There were some challenges during our short two weeks in port before our patrol. The cutter BEAR and her crew had been underway for six of the past seven months, and both the ship and the crew were in need of some downtime. So the HARRIET LANE crew stepped up to the challenge of providing approximately one month of maintenance in several weeks. The maintenance included replacing the starboard anchor after the original broke, replacing part of the 76mm gun, replacement of various electronic components, and troubleshooting the engines and generators as well as the over the horizon small boat. Also during this time, the crew became familiar with the set-up of the BEAR, and where different pieces of equipment were located, as well as learning some new systems, such as the Reverse Osmosis system that creates fresh water for the ship and the sophisticated and temperamental Over the Horizon small boat davit system.

During the first week of the patrol on BEAR, we hosted the prospective Commanding Officer of the CGC SENECA, CDR Bill Kelly. He joined us for our transit to Mayport, to see how we conducted the crew swaps. With the SENECA participating in MEP within the next year, CDR Kelly took notes and was very impressed with the efficiency and professionalism with which the HARRIET LANE crew conducted the custody transfer of the BEAR and took her right out on patrol.

Our first stop after departing Portsmouth was Naval Station Mayport, FL, for our Airborne Use of Force (AUF) work-ups with the MH-68 HITRON helicopter that we embarked for the patrol. The work-ups were a great opportunity for the Boarding Team

Members to get to ride the BEAR's Over-The-Horizon (OTH) small boat. This OTH boat is new to us but this opportunity to work with the boat and davit is very beneficial because it's getting installed on HARRIET LANE during this yard period. During the Use of Force work-ups, members of HITRON Jacksonville race around in a speed boat to simulate a drug-laden Go-Fast. The armed helicopter, cutter and our small boat coordinate reporting, stopping and seizing the Go-Fast. The exercise is an excellent opportunity to rehearse our procedures before we face a real smuggling event.

After departing Mayport, we headed south to Guantanamo Bay, Cuba, where we unloaded fuel and stores. On the way down, we rendezvoused with a 110' patrol boat to pick up one Cuban migrant for transfer to GTMO. While in GTMO, the crew was able to purchase last minute items and prepare for a long, 25-day patrol in the deep Caribbean.

During this stretch, we had numerous helo operations, launching as late (or early) as 3 AM. We also coordinated with other cutters and conducted lily pad operations, where the helo conducted a search, refueled on another cutter, and then continued searching an expanded area. Despite our best efforts, there was no drug activity to be found in our area. Over 2 ½ weeks after leaving GTMO, we anchored in Cartagena, Colombia, to unload fuel. We then headed back out to the area of operations, launching the helo almost daily to improve our odds of finding a go-fast.

Finally, we pulled into Aruba in early May, 25 days after having left GTMO. The crew was ready for some rest and relaxation on the island's beautiful beaches. The Morale Committee held a ship's party on an exclusive island, which included food, drinks, good snorkeling, volleyball, and an impromptu beach dominos game. After three days of Aruba, we got underway and less than 10 hours later, our alert Combat watch team detected a fast moving contact we had to investigate. We quickly launched the helo and they reported that it was a large Go-Fast heading for the safety of territorial seas where they knew we could not pursue them. The Go-Fast crossed into territorial seas before we could get permission to use disabling fire, but we were still successful in this turn back, by preventing the Go-Fast from reaching its final destination in the northern Caribbean.

We are now working our way through the final weeks of the patrol, continuing our active search for the elusive Go-Fast and any other suspicious vessels. We will soon pull into GTMO and Key West for our final port calls. Afterwards, we'll steam north to Little Creek, VA, where we will conduct an ammo offload before returning to homeport the afternoon of May 31st.

ENS Dan Bell  
Public Affairs Officer

**Advancement and Recognition:**

SNBM MURPHY ADVANCED TO BM3 ON 01MAY06

**Qualifications:**

**BASIC DCPOS**

EM3 BLANTON  
FA TOTH  
SNOS WALKER  
SN MADERA

YN3 SAVAIN  
SN ADER  
MK2 PAYNE  
SN TAYLOR

**ADVANCED DCPOS**

BM3 BECK  
MK2 HEAPE  
OS3 CRUICKSHANK  
ENS BELL  
SA WALLACE  
FN GRAHAM  
SN ADER  
SN BOONE  
IT2 ROWAN  
ET3 TOLLEY  
SN MADERA  
SNOS WALKER

SA BARBER  
OS3 FALTEN  
EM3 BLANTON  
FS3 MASH  
FS3 MURRAY  
SN MATOS  
SN PENNO  
SN PEEBLES  
EM3 MCCREARY  
ET1 EWY  
MK2 PAYNE

**HELM / LOOKOUT**

SN TAYLOR  
SN COLLINS

SN COATES

**SECURITY WATCHSTANDER**

YN3 SAVAIN

OS2 CRAIG

**AUXILIARY WATCHSTANDER**

FN CEELY

**INPORT GENERATOR**

MK3 SCOTT  
MK3 MOORES  
MK3 JONES  
FN FRANCE  
MK2 HEAPE

DC2 UNSER  
DC3 PERRY  
MK2 PAYNE  
EM2 ANDERSON

**THROTTLEMAN**

MK2 HEAPE

DC3 PERRY

**UNDERWAY ENGINEER OFFICER OF THE WATCH**

EM1 SCHNEIDER  
MKC LINKOUS

ENS SMITH

**HELICOPTER TIE DOWN**

SN WALLACE  
SN MATOS

SA BARBER

**NVG LANDING SIGNAL OFFICER**

IT2 ROWAN

ENS WATTS

**BOARDING OFFICER**

SK1 ETTERS

**BOARDING TEAM MEMBER**

MK1 HANCOCK

DC2 UNSER

YN3 SAVAIN

SN MATOS

**BOATSWAIN'S MATE OF THE WATCH**

SN MATOS

**UNDERWAY OFFICER OF THE DECK**

ENS BELL

BM1 DEFELICE

**Welcome Aboard to:**

ENS LINEN

SNFS MCCRARY

FN SAUER

**Fair Well and Following Seas to:**

SN MULKUSKY

SN LOCKER

OSC PITZER

EMC SANTIAGO

IT2 SCHULTZ