

SHORE TIES VOL. 6
USCGC HARRIET LANE (WMEC 903) NEWSLETTER
November - December 2006, JIATF South Patrol

From the Cabin:

Hello again to everyone and hope you all are doing well as you make holiday preparations that, at times, can become quite hectic. It is with great pleasure to Welcome Aboard all the new HARLAN families. I want to thank Mrs. Chandra Lee for stepping up to become our new ombudsmen since August. She has done an outstanding job providing that critical relay between the command and the crewmembers's families. Thank You, Chandra. If you would like to be added to her email bang list to obtain very useful and up to date info about the ship please email her at MSTIPPSEY33@aol.com

The last time we sent out our underway newsletter, HARRIET LANE's crew was multi-crewing on the deck of CGC BEAR back in May 2006. We have since taken HARRIET LANE back after her 6 month Mission Effectiveness Project (MEP) yard period and have conducted a readiness for operations period to reconstitute both the crew and cutter hull for carrying out all Coast Guard missions. My Chief of the Boat, MKC Jack Rowland, and new Public Affairs Officer, LTJG Matt Brinkley, have both summarized a pretty good history of the training, readiness preparations and operations the crew has been involved to get us all back in shape. I will provide my final paragraph to a six page message I recently sent to my operational commander which documented the post yard challenges and issues the HARRIET LANE crew progressed through in order to make the ship and crew ready as well as provide critical lessons learned to future cutters:

"I AM EXTREMELY PROUD OF THE PROACTIVENESS, UTMOST PROFESSIONALISM AND EXTREMELY POSITIVE ATTITUDE DISPLAYED THOROUGHOUT THIS EIGHTEEN MONTH PROCESS BY HARLAN CREWMBR. THEY HAVE ACCEPTED CRITICAL CHANGES BY PROTOTYPING AND COMPLETING THE FIRST 270 MULTI-CREWING INITIATIVE (DEPLOYING TAMPA CREW ON HARLAN IN JUL-OCT 05 AND HAVING HARLAN CREW DEPLOY ON BEAR IN MAR-MAY 06), THE FIRST SIX MONTH 270 MEP (FEB-AUG 06) AND THE AMAZINGLY DYNAMIC POST MEP READINESS FOR OPERATIONS PERIOD TO ENSURE THE HARLAN HULL WAS RECONSTITUTED TO MEET ALL HAZARDS, ALL THREATS. AS A RESULT OF THIS PUNCTUAL RECONSTITUTION, THE HARLAN CREW IS READY TO EXECUTE ALL POST MEP MISSIONS".

You can be quite proud of their accomplishments and long hours the entire crew put in to 'Make It Happen' and most importantly, be the only 270' out of the first four to go to the yards for MEP to actually sail out on time for its first mission. You will see some great photos of our patrol with helo operations, boardings, a six day towing evolution and, most recently, the rescue and assistance provided to a 37' sailing vessel where a 51 year old US citizen had lost power and with oncoming weather could have

become a major Search and Rescue case had HARLAN not been in the right place at the right time.

In closing, I wish you all a safe and happy holiday and by the grace of God we should all be home to join you this year during these festive times. As always, we keep shooting for "THE DESIRED EFFECT!"

Best Regards,
CAPT Chris Scraba
Commanding Officer, USCGC HARRIET LANE (WMEC 903)

Letter from the Command Chief:

Well hello again shipmates, family and friends. This is the third newsletter for me as well as the rest of the Chief's Mess. A lot has happened since the last letter. We experienced a turnover in the Chief's Mess with EMC Santiago and OSC Pitzer departing. I would like to welcome newly reported Chief's and their families to the HARRIET LANE, OSC Agliano and EMC Rutledge. The Mess would like to say congratulations to DC1 Roy newly advanced to CHIEF on December 1st. I would also like to say congratulations to SK1 Eters and FS1 Brown for being above the cut in advancement to Chief. This year has been very eventful for the crew. We returned home from patrol on January 2005 to commence prepping cutter for the Mission Effectiveness Project (MEP). MEP was designed to address the 270' WMEC's obsolete equipment. The crew worked hard to remove noncritical equipment and dropped off the cutter at the Coast Guard Yard in Baltimore, MD in February 2006. Our crew began the process of taking back HARRIET LANE, rotating watch teams of electronic technicians, engineers and seaman to the Yard to get systems back online throughout July. On 15 August, MEP was complete and the cutter returned to homeport after a shakedown patrol. Back in Portsmouth, the crew commenced long work days to place cutter back into service. During the brief inport before the patrol, all the interior decks were resurfaced, ammunition was onloaded, the flight deck was repaired and the Command Assessment of Readiness and Training (CART) and Tailored Assessment of Cutter Training (TACT) were both successfully completed. The crew's enthusiasm and motivation got the cutter up to speed and through our training cycle and onto our current patrol. On the return trip, the crew will be stopping off in Key West for a port call and to complete ship-helo standardization training.

In closing thanks to all our shipmates, family and friends for their strong support, that helps so much in completing our missions.

HARRIET LANE's Chief's Mess wishes all of you and your loved ones a very Merry Christmas and Happy New Year.

*OSC Paul Agliano
FSC Archie Lee
MKC Jack Rowland*

*BMC Daniel Certa
MKC Frank Linkous
DCC Jonathan Roy*

*OSC Matt Clark
ETC Wesely Richie
EMC George Rutledge*

HARRIET LANE in Action:



Evening training with a CG Helo from Air Station Elizabeth City



A C-130 Airdrops critical parts to HARRIET LANE's Boat off the North Carolina coast



Crewmembers relaxing on the messdeck enjoying the new TV



The new Over the Horizon Rigid Hull Inflatable Boat, Designed for High Speed Intercepts of Drug Smugglers



Boarding a Fishing Vessel off the North Carolina coast.



The Winners of the Beard Growing Contest



Towing Fishing Vessel MISS EDITH, a Seized Drug Smuggler, to Honduras



FS1 Brown Standing A Towing Watch



Sailing Vessel HONEY DEW, a Vessel We Assisted with Electrical Problems



The Bridge Team at Flight Quarters



Conducting a Joint Boarding with the Belgian Navy Ship WESTDIEP



In Flight Refueling

Patrol Notes

Underway, Joint Interagency Task Force South (JIATF-S) Patrol

Greetings from the Caribbean! The crew of the HARRIET LANE has been underway for five weeks with a little more than two weeks of the patrol remaining. It has been an eventful first half of the patrol, with many evolutions to speak of, including helicopter operations, small boat training, personal qualifications, and a great port call. The final two weeks promise to be as eventful as the first five with two more port calls, a major ship-helo inspection, and the search for that ever relentless Go-Fast drug smuggler.

The crew of the HARRIET LANE started preparing for this patrol long before we got underway. Once regaining custody of the first lady of the fleet in early August following MEP, the crew has worked tirelessly to restore the high standard from which all ships measured. After the extensive work of the HARRIET LANE at the Yard, the crew had some challenges to deal with during the inport period as they prepared for getting underway at the end of October for patrol. Some of the many accomplishments the crew had to complete were a Command Assessment of Readiness and Training (CART) inspection, Aviation Certification (AVCERT), and Tailored Annual Cutter Training (TACT) Inspection, in addition to normal work routine. Needless to say, the crew of the HARRIET LANE had a difficult and demanding schedule. Despite the strenuous work schedule, the crew of the HARRIET LANE lived up to their reputation by passing CART, AVCERT, and TACT inspections with minimal discrepancies and staying in the running for the coveted Battle "E" ribbon; which is given to cutters that distinguish themselves by being operationally efficient.

After getting underway for patrol on October 28th, HARRIET LANE's first week of patrol was spent off the coast of North Carolina doing fisheries boardings to ensure fisherman are in compliance with federal regulations. During this time, we also conducted a vertical insertion with the Coast Guard's elitely trained Maritime Security Response Team. This also gave the crew an opportunity to see special operations with which the Coast Guard is involved since moving into the Department of Homeland Security in the post 9-11 environment.

On the way to our first stop after departing Portsmouth, HARRIET LANE had a bit of a scare when at 2:00 in the morning, the ship lost steering. Without a second thought, the crew of the HARRIET LANE responded to the emergency like they have been taught and quickly resolved the casualty. However, in order to restore the system to its full capability, we needed a critical part we did not have onboard. Through support from Air Station Elizabeth City, we had the part dropped by parachute from a Coast Guard C-130 seven hours after the casualty. This demonstrates the outstanding teamwork within the Coast Guard air and surface units.

Our first stop after departing Portsmouth was Naval Station Mayport, FL, for our Airborne Use of Force (AUF) work-ups with the Helicopter Tactical Intercept Squadron (HITRON) Jacksonville. The work-ups were a great opportunity for the Boarding Team Members to get to ride the new HARRIET LANE's Over-The-Horizon (OTH) small boat. During the Use of Force work-ups, members of HITRON race around in a speed boat to simulate a drug smuggling 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.

The day after we pulled out of Mayport, the crew had a very spirited beard growing contest with prizes to the winners of the five categories. After two weeks underway, everyone was hardly recognizable. The day before the ship was to pull into Guantanamo Bay the judging of the contest took place in front of the entire crew at quarters. The contest is always enjoyed and proved to be a great morale event.

After departing Mayport, we headed south to our operation area in the Caribbean for few weeks. While on patrol, we rendezvoused with a Belgium Navy ship WESTDIEP to conduct a joint boarding on a vessel that was suspected of carrying drugs. After an exhausting search, the vessel was diverted to a port for a more extensive search but nothing was ever found.

On November 18th, the day came for us to pull into Guantanamo Bay, Cuba (GTMO) giving the crew a much needed two day break. This gave them the opportunity to call friends and family back home, have some down time, and enjoy in some events set up by the Morale Committee. Some of these events included a softball game played by the members thirty and over versus the under thirty members, a picnic, and a big "wetting down" party thrown by the officers that were promoted earlier that day. Not to mention this also gave the crew an opportunity to shop at the exchange and enjoy some food from back home, McDonalds and Subway, which are always a big hit in GTMO.

After departing Guantanamo Bay, we were tasked to return a fishing vessel that had been seized for drug smuggling back to Honduras (the nation where it was registered). F/V MISS EDITH was 60 feet long but its engines and steering were out of commission, meaning she had to be towed. This transit was very difficult because of the high winds and rough sea state with some days reaching in excess of thirty knots of wind and ten foot seas. Every day we had to send a team over to the vessel to pump the water out of the bilges that was slowly leaking in. The six days of rough seas were not pleasant and our crew was certainly happy to see MISS EDITH turned back over to Honduras and to continue with our mission.

On November 28th, we were able to assist the sailing vessel HONEY DEW, a 37' sailboat transiting from the East Coast on its way to the Panama Canal and eventually to Seattle, WA. Its battery had gone dead and there was no way to start its engine or generators. EMC Rutledge and EM2 Anderson were able to make repairs despite heavy seas, and send it safely on its way.

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 our final port calls. Afterwards, we'll steam north to return to homeport the morning of Dec 16th or earlier if the ship-helo inspection goes well.

LTJG Matthew Brinkley
Public Affairs Officer

Advancements

FA Toth Advanced to FN
ENS Smith Advanced to LTJG
DC1 Roy Advanced to DCC

ENS Bell Advanced to LTJG
ENS Brinkley Advanced to LTJG
SNFS Avina to FS3

Qualifications:

Inport Security Watchstander

ET1 Monica
BM3 Heard
FNMK Butterfield
SN Ishrat
SN Carlyle
FA Crain
FA Knox
EMC Rutledge
FN Washington
SN Leblanc
SA Beavers

Underway Engineer of the Watch

CWO2 Pitre

Helm/Lookout

SN Ishrat
SN Fernandes
SA Beavers
SN Carlye
SN Burgess
SN Birchfield

Slewing Arm Davit Operator

SN Taylor
SN O'Rourke

Auxiliary Watchstander

EMC Rutledge
FN Washington
MK2 Brooks
DC2 Douthit
MK3 Castengera
FNMK Butterfield
FA Crain
FN Knox

Inport Officer of the Deck

ENS Sites
ENS Walker
OSC Agliano

Boat Crewman

BM3 Heard

Boatswain's Mate of the Watch

SN Peebles
SN Pittman

Throttleman

ENS Linen
EM3 Blanton
EM3 McCreary

Gangway Petty Officer of the Watch

ET2 Isbell
ET2 Jarvis

Aviation Fuel Handler

MK1 Payne
MK2 Brooks
MK3 Castengera
FN Ceely
FN Adams

Underway OOD

ENS Sites