

AUG/SEPT 2010

MOHAWK

AFRICO

MOHAWK has almost been away from homeport for 2 months and the crew has been busy. From maintenance to drills and developing partnerships with over five Western African countries each member of the crew has been an integral part in MOHAWK's AMLEP operations. We have less than a month until we hit Key West and are able to spend much deserved time with our family and friends.



Top: DC1 Moore and DC2 Husband teach Liberian coasties fundamentals of fire fighting.

Right: CWO Green does his best imitation of a Class Bravo fire as fire teams put out the fire.

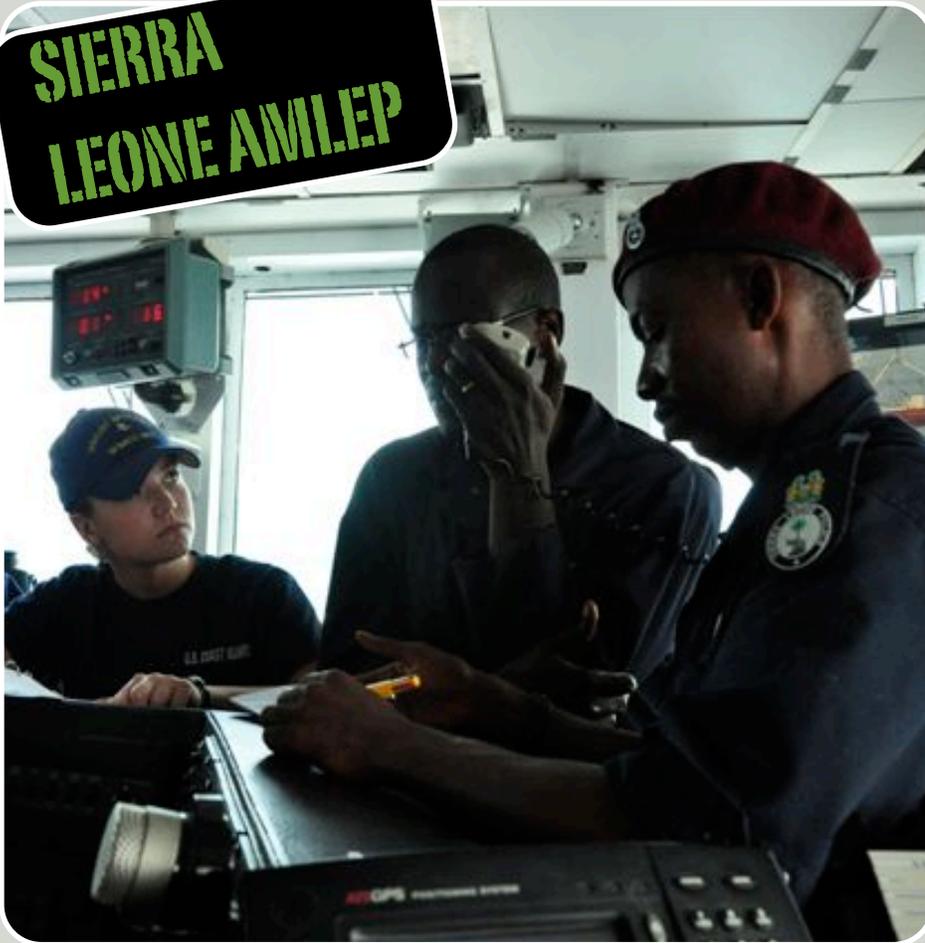
Bottom Left: FN Howard, MK3 Hargrove, ME2 Pumo, and MK1 Callenius replace the after cooler on the generator.

Middle: Sideboys, SN Boulding, SN Suga, SN Clark & SN Rosas, wait to pay honors to dignitaries coming onboard.

Bottom Right: ENS Timulak socializes with ENS Reeves, one of the few officers in the Liberian Coast Guard.



SIERRA LEONE AMLEP



Left: IS3 Alder works with Sierra Leone Fisheries Officer, and Sierra Leone Police Officer to gather information about a spotted vessel.

Below: Sierra Leone Boarding Team and USCG Boarding Team en-route to board a suspicious vessel.



The Sierra Leone LEDET joined region while the mission is forces with us for three weeks ongoing as part of the African The Sierra Leone LEDET was Maritime Law Enforcement comprised of seven Sierra Partnership (AMLEP). Mohawk Leone officers; four navy and the LEDET patrolled the officers, two police officers Sierra Leone coast and and a fisheries officer. They Exclusive Economic Zone joined us to patrol the assisting local officials in territorial waters off Sierra enforcing national laws and Leone from July 17 to Aug. 6. regulations as well as Along with the LEDET, we obtaining information on conducted boardings of vessels and activities in Sierra suspect vessels with no Leone waters. The joint violations found, which is operations not only broaden indicative that the AMLEP the crew's skills sets and mission is working ability to work together but successfully. also provides a law enforcement presence in the



Above: ENS Pourmonir and 6 Sierra Leone LEDET before they departed the ship.

COMMUNITY RELATIONS

SIERRA LEONE

After being underway for a few weeks, the crew was ready to do another COMREL project, this time in Freetown Sierra Leone. The US Embassy helped MOHAWK to find an orphanage that was in need of some help. The orphanage cooked using an open camp fire on the first floor directly underneath the children's rooms. All the smoke would accumulate in the children's rooms until the wind sucked it out of the structure. DC1 Richard Moore and EM1 Marlene Riklon came up with a design for a four point aluminum structure with three walls and a roof to be used as a kitchen with a fire pit in the middle. Before pulling in, DC3 Thomas Jones made a grill that is going to last them a life time while DC3 Yamil Brito and DC2 Nick Husband worked nearby cutting the frame. About thirty crew members participated in helping to build the new structures. While some folks did more hands on work lifting cinder blocks and laying concrete others played with the children. OS1 Carroll, IT2 Deacon, and IS1 Ryan found a few intact sand blocks to make an 8 foot square floor for the structure. DC3 Jones and DC2 Husband fixed the plumbing system for the shower by replacing the drainage piping and giving the shower a new floor with the extra concrete on hand. SN Cline and YN1 Holzer, spent time building a tire swing and a new laundry line. The crew of MOHAWK was able to make a large contribution to the orphanage and effect the lives of hundreds of children.



Left: Crew members show orphans their new outdoor kitchen once the project is complete.

Right: DC1 Moore ensures frame is set properly before completing the rest of the project.

*On behalf of the orphanage and the kids in there, we want to say to you thank you for your kind assistance render to us. We are very pleased to receive assistance from you. We will never forget you and others. Your work has shown a difference in the home. The kitchen is now being used by the children. Thank you very much.
Send my...appreciation to...the
USSCGC 913 TEAM
ESPECIALLY Moore, and
others.*



ETC DEREK LONG



I'm ETC Derek Long. I have a gorgeous wife named Ranae and am the proud father of 2 boys, Reese and Christopher. We moved here from Harlingen, TX and now live on Cudjoe Key. I joined the Coast Guard in 1986 and this is my 10th assignment. My hobbies include but are not limited too, working on anything with an internal combustion engine, sampling fine malted beverages, and assimilating world events via the television.

Now let's spin that wheel, Pat!!

ET3 JERRY ENGELMAN



My name is Jerry Engelman, I am originally from Brooklyn, NY. My favorite sports teams are the NY GIANTS and NY METS. When not at work I am usually watching TV, playing video games or out trying to catch some fish. I am looking forward to my tour onboard the MOHAWK.

TEAMING UP WITH THE LIBERIAN COAST GUARD

On Thursday we arrived in Monrovia, Liberia to begin our work with the Liberian Coast Guard (LCG).

The work we are doing with the LCG is part of the African Partnership Station (APS), which is an international security cooperation initiative, facilitated by U.S. Naval Forces Africa, aimed at strengthening global maritime partnerships through training and other collaborative activities in order to improve maritime safety and security in Africa.

Members of the LCG were given a complete tour of the ship, with stations set up to demonstrate crewmembers daily roles and responsibilities. There was a period to discuss Coast Guard job specialties and rating familiarization along with the requirements for each. During the tour and familiarization, the crew answered the LCG questions about the Coast Guard and the history of the Mohawk.

This visit allowed the USCG personnel to interact both professionally and socially with their Liberian Coast Guard counterparts," said Lt. Richard Blaszk,

an operations officer aboard the Mohawk.

Friday, we challenged the LCG members to a soccer game. It poured rain the whole time, but it was extremely fun and a great chance for us to get to know the LCG members. Through the competition and rain, the LCG team won with a score of 5-3.

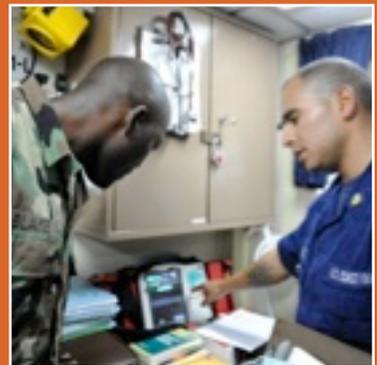
"The soccer game was pretty intense," said Petty Officer 3rd Class Adrian Jones, an operations specialist aboard the Mohawk. "We had a pretty uphill battle with the rain and the Liberians having home field advantage but overall we had a couple of great goals, and all had an unforgettable time!"

For the next two weeks, collaboration with the LCG will continue as seven members will be aboard the ship for a more extensive professional exchange and Coast Guard familiarization. These select LCG members will observe and participate in the Mohawk's daily routine to further their understanding of shipboard life.

PA3 Victoria Bonk, CGC Mohawk



LIBERIA



Top: DC1 Moore explains how to properly plug a hole using a wedge.

Middle: HS1 Gomez explains how to read the heart start monitor to an aspiring HS.

Bottom: BM2 Sigarst teaches prospective BMs how to take fixes and lay tracklines.

Left: Members of the Liberian CG learn how to drive the small boat.

WOGS



Top: Chief Long and other WOGS summon sea-life to bear witness to their crossing.

Middle: SN Eagle's reaction to meeting the royal court .

Bottom: YN1 Holzer and her fellow WOGS prepare to perform at a no talent show for the honorable shellbacks.

MISSION TO AFRICA EMERALD SHELLBACK

This week we ended on a traditional note, we celebrated becoming Shellbacks. About 75 percent of the crew started this week as "slimy wogs" (those who had never crossed the equator on a ship at sea) and ended it as "Emerald Shellbacks." The events started Thursday and ended with a barbeque on the flight deck as we crossed the equator Friday evening. Sailors become Shellbacks by crossing the Equator; however we crossed the Equator and Prime Meridian at the same time, making us the much rarer and highly vaunted variety; "Emerald Shellbacks". The Equator line crossing ceremony is a seagoing tradition that is international in character and of long standing duration - it's origins date back hundreds of years. It is considered a traditional service "initiation ceremony." The ceremony is meant to be fun, build bonds between crewmembers and give participants some good sea stories. It is also a way of honoring those

professional mariners who have come before us.

"This time-honored tradition is a ceremony I feel truly blessed to be a part of with my fellow shipmates," said Petty Officer 1st Class Jamie Parlett, an electronics technician aboard the Mohawk. "As well as creating unity amongst the crew, it gives us all a moment to laugh at ourselves. We create memories amongst each other that will last a lifetime."

"From wearing make-up and doing the hula, to swimming in indiscernible smells, we had a blast and now it's the slimy past," said Petty Officer 3rd Class Brandon Rodgers, an electronics technician aboard the Mohawk. "We are now the Emerald Shellbacks."

It's with great honor and humility we join some of the saltiest sailors to ever lived and became Shellbacks. It was wild and at times smelly and gross but worth it.

PA3 Victoria Bonk, CGC Mohawk



Shellbacks EM1 Riklon, ET1 Parlett, and IS1 Ryan cook breakfast for their beloved WOGS.

CO's CORNER

Greetings from somewhere just north of the equator. We are wending our way toward our last engagement port as I type this and I know the crew is looking forward to getting home. It's hard to believe that it was more than two months ago when we left home to come here to Africa to undertake what has to be one of the most unique deployments that the Coast Guard does. The crew has managed an incredible number of challenges and endured an incredible wealth of experiences in that time. This deployment thus far can be summed up in two words: professionalism and tradition.

In every port we have visited and in every interaction I have had with our hosts and leadership, I have been told what a professional and motivated crew MOHAWK has. It is evident in the skill with which they have navigated unfamiliar and poorly charted ports, the expert manner in which they have flawlessly brought the ship alongside foreign piers under challenging conditions, the way they have interacted with officers and enlisted members of many different armed forces - African, French, Canadian, UK - and impressed every time, the manner in which the crew has represented the US, USCG, and MOHAWK at the many receptions and luncheons we have hosted, and the way the crew has spread the good will of the United States and epitomized the humanitarian spirit and work ethic of the US Coast Guard during community relations projects throughout Africa. All of this is the very essence of professionalism.

During our time over here, the crew has also celebrated tradition in its many forms. We have emphasized the traditions of the Coast Guard by holding a Cutterman's board. The crewmembers who successfully completed that board were

presented their Cutterman's pins in a ceremony held at the equator. Before being pinned on, the devices were soaked in seawater that was pulled directly from the equator. I hope they never polish that salt out of the crevices and look upon the verdigris that will form with a sense of pride. We also celebrated the traditions of professional mariners as we crossed the equator at the prime meridian and transformed pollywogs into Emerald Shellbacks, a rare and highly-vaunted title, indeed. And finally, we celebrated the traditions of our African hosts. Whether drinking Moroccan mint tea in Casablanca, haggling over the price of a dashiki or wood carving in a Freetown market, or enjoying a traditional tribal dance in Monrovia, the crew has enthusiastically embraced dozens of new traditions throughout this deployment.

Several members of the crew have been promoted since we left home, many more have qualified for promotion and will be seeing that next chevron, anchor, or silver bar in a few months. It is this professional growth coupled with personal growth gained through experiences like Africa that are the essence of being a Cutterman; embracing the challenges and splendors of going to sea and coming out a better, more well-rounded person. And I am the luckiest man in the world to have the privilege to experience all of that with the men and women of MOHAWK. Thank you for letting me borrow their skills, talents, and enthusiasm for this trip. The ship could not have done it without them. I look forward to returning them safely to you very soon!

FROM THE COMMAND CHIEF

Hello from AFRICA! Not to much longer and MOHAWK and her crew will be back in Key West! I know it has been a long trip this time for you as well as us, but it is almost over. We have seen so many places and experienced different cultures that most people only read about. From Funchial to Cape Verde, every place was unique in its own way.

We helped a fledgling Coast Guard in Liberia, a country that is modeling itself after the United States. Their Coast Guard is less than a year old and wanted to learn how MOHAWK and the U.S. Coast Guard operate from its day to day routines to repairs and maintenance. They were all eager to learn and took back some valuable traits and skills to further help their Coast Guard grow. Of course they challenged us to a soccer game; needless to say we didn't fare so well but made some good friends and had fun.

Freetown, Sierra Leone. I will say this; we are all very lucky for what we have and should be thankful everyday. It was a country torn apart by civil war and in the process of trying to rebuild. MOHAWK aided in the rebuilding by volunteering their time to assist an ailing orphanage. The crew helped rebuild a kitchen and did a lot of handy work to make the orphanage a more suitable place for the kids. Dakar seemed to be our second home during the trip, that was our fuel stop every couple of weeks. We have 1 last stop there and it should be pretty cool. Most of the crew signed up for a Safari, finally what Africa is known for. Since we have not done it by the time you all read this, hopefully there should be some pretty good stories about it. There are just so many more adventures that you will hear about from your loved ones when they get home.

Like I said before, I know it has been a long trip. With long trips sometimes there is some adjusting that needs to be done within the family dynamic. I mean it has been 3 months; we are all out of the loop but still want to be involved in the household. I am not saying that it happens to everybody but it does happen. If you have any questions or need advice, LT Douglas Grace is the Chaplain at the Coast Guard base in Key West. Here is a link to his page with all of his information:

<http://www.uscg.mil/d7/sectKeyWest/chaplain.asp>

Please don't hesitate to contact him, he is a great guy and good at what he does. As always if you need me for anything I am here anthony.j.edwards@uscg.mil and of course I will help out anyway I can. Not only do I look after the crew but I want to make sure that their families are taken care of as well.

About 3 more weeks! We will be rounding Mallory Square and seeing you real soon! Thank you to all of you for supporting us in what we do and for the sacrifices you have made while we were gone.

Talk to you later,

MKC Anthony Edwards COMMAND CHIEF

CUTTERMANS BOARD



On August 15th the MOHAWK Cutterman Board convened for six sailors as their final step towards becoming members of an elite group know simply as Cuttermen. For those who read this on a regular basis know about the Board but for those new to this publication I will give a short explanation. There are two different versions of a Coast Guard Cutterman. The first is a permanent who is said to have “swallowed” the pin. To become one a sailor must complete five years of seetime on two different Cutters and qualify in all his or her watch stations. The other one is a temporary who is said to “borrow” their pin. This requires six months of seetime and qualifications in all their watch stations. The final step you have to take to receive either pin is to appear in front of a board consisting of all permanent Cuttermen. The board this time had a very special guest. Of the over 135 years of seetime represented one member has the honor of being called a Master Cuttermen. LT Richard Blaszak, a TAD member for AMLEP, has that honor. He is one of only twenty-eight current Master Cutterman in the fleet. This requires over twenty years of service onboard Cutters. It was an honor to have him sit on the board since most Coasties will never even meet a Master Cutterman in their careers. Once all the Cutterman were mustered we began a series of questions and answer with the perspective Cuttermen. The questions consisted of Coast Guard history, MOHAWK specifics and some random questions, thoughts and opinions from the salty minds of the board members. Once the board was complete and the future Cuttermen answered all the questions they missed during the board they were ready for the pinning ceremony. This pinning ceremony took on a great significance that very few Coasties, past and future will ever have a chance to experience. At the time of the pinning the MOHAWK was at the section of the ocean where the Equator meets the Prime Meridian. Not many

ships or sailors can say that they have been there. The Cutterman pins were dipped in the water from the “X” and then pinned onto each newly qualified Cutterman. These pins will be passed on to future Cutterman and will be reminder of where the sailors have been and hope someday to go to. Congratulations to the new Permanent Cuttermen, ET1 Jamie Parlett, DC1 Richard Moore and BM2 Julio Castro and the new Temporary Cuttermen, ET3 Christopher Akers, ET3 Anthony Taylor and OS2 John Andzelik and welcome to the family!



Top: BM2 Castro, ET1 Parlett and DC1 Moore get pinned on permanent cutterman.

Bottom: ET3 Taylor, OS2 Andzelik and ET3 Akers get pinned on as temporary cutterman.

CLASSIFIEDS

Aloha,

First I'd like to give a shout out to my wonderful wife Brittany. Thanks honey for being so supportive. I'm almost home and I can't wait to spend time with you and eat your enchiladas. I'd also like to thank the entire Nielsen family for all of your wonderful and encouraging emails. Big congratulations to my sister Deanna for tying the knot to a really good guy. I wish both of you the very best. To my brother Jared: I'm excited for you Bro! You're going to have a blast in college.

From Africa, Keith

Hi Dawn, Dacey, and Riley,

I love and miss you all so much. I will be home soon.

Love, Daddy

Tricia, Thanks for being in my life gorgeous, I'll see you soon<3 Love, Adrian

I miss you Melissa and Thomas so much, I can't wait to be in your arms again my love. And I can't wait to play some hockey with you my son, I love you guys,

It doesn't matter where you go in life,

What you do or how much you have,

It's who you have right beside you,

And I'm so glad to have you.

I love you so much Melissa.

Hola mi familia! I miss you all very much. Make sure to tell your mom thanks from time to time for all her hard work that she does for you. Babe, I miss you very much, and I can't wait to hold you in my arms in give you a kiss! I will continue to pray for you and the kids. God bless you and see you soon!

With all my love, -Daddy



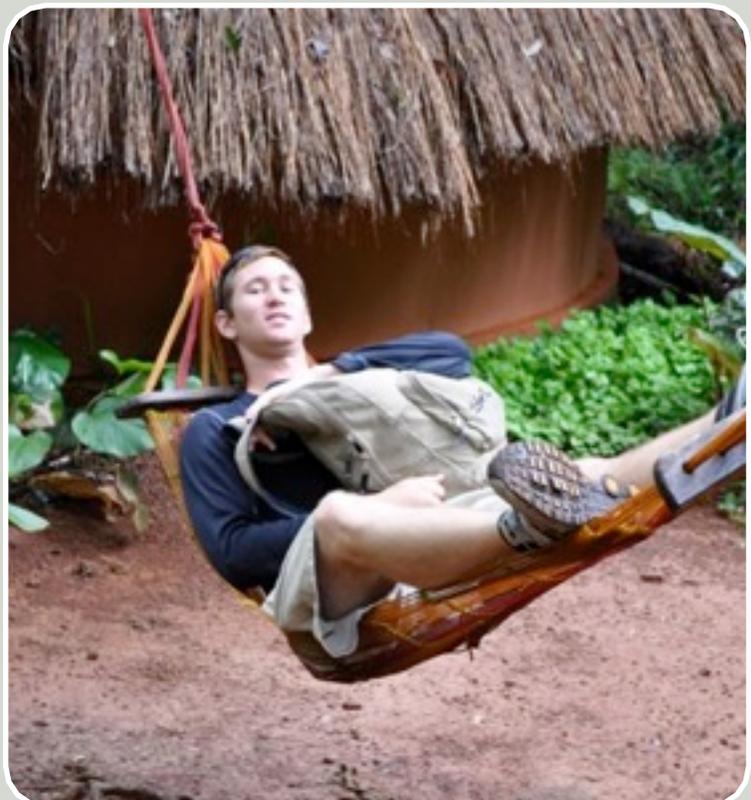
Left: FN Grimes teaches local Sierra Leone child to surf.

Right: MOHAWK crew members get within feet of chimpanzees.

Bottom: SN Cline relaxes at African resort.



In the midst of our underway time and hosting receptions the crew has gotten the opportunity to see and experience African culture. From trips to the beach, to Chimpanzee exhibits, shopping trips, and the safari the Morale Committee has ensured to keep the crew busy. While liberty stops were limited in many countries we visited, the crew made the best of any opportunity to relax with shipmates, try African food, and get out into town and meet the local people.



MOHAWK TEAMS UP WITH THE FRENCH NAVY



Right: SN Morgan and SN Hicks conduct a vessel sweep on board Commandant Blaison.

Bottom: French Boarding Officer searches SN Suga to ensure he is not carrying any weapons.



French or US flagged, CGC MOHAWK and Commandant Blaison share a common goal of maritime domain awareness and countering illicit activity on the high seas. While off the coast of Western Africa MOHAWK was afforded the opportunity to train with the French naval vessel Commandant Blaison. Over the course of an afternoon both ships deck training with a law enforcement scenario. MOHAWKs Law Enforcement Team, lead by ENS Baladad and MK1 Tolliver, sent a 10 man team over to the Commandant inspection as well as a sweep for suspicious activity. When the roles were reversed MOHAWK hid approximately 20 crew members in one compartment, creating a potential human smuggling scenario. This opportunity allowed both teams to train new personnel and also share professional specialty knowledge.

LAW ENFORCEMENT TRAINING

DCTT TRAINING



Training with COMMADAT BLAISON Continues

On August 8 MOHAWK met up with the Corvette COMMADANT BLAISON a 260' French Navy Ship out of Nantes, France. After some Navigation and Law Enforcement drills the crews ran rescue and assistance drills on each other. This was an exercise to train both crews in responding to a fire on either Ship. It started with the MOHAWK asking for assistance from the BLAISON due to a fire in the trash compactor space. The BLAISON sent over three firefighters with all their gear and their training team leader. The team quickly dressed out in firefighting gear and joined MOHAWK firefighters in practicing hose handling techniques and firefighting procedures. After the drill was complete the BLAISON crewmembers held some training on the firefighting gear they wear and how they fight fires. CWO Green and DC1 Moore even tried on the gear from the French Ship and some of their crewmembers wore some MOHAWK's equipment. Both teams agree that MOHAWK's was a lot lighter and more comfortable to wear. After the drill debrief the BLAISON crewmembers headed back to their ship to run a drill on their side. MOHAWK chose its top performing firefighters to represent the Cutter in a response to a

simulated fire onboard the BLAISON. Chosen were DC2 Nick Husband, DC3 Thomas Jones, BM3 William Jordon, SN Chloe "Fastest Dresser" Hicks, and SN Justin Morgan. CWO Tommy Green and DC1 Richard Moore went over as members of the Damage Control Training Team. After taking a small boat over and getting all the gear onboard BLAISON, the MOHAWK firefighters quickly dressed out and joined the crew in fighting a mock fire in a berthing area and surrounding spaces. It did not take long for the firefighters from MOHAWK to show their skills when SN Morgan took control of the nozzle and the rest of the MOHAWK team backed him up on the hose and extinguished the "fire". After the drill the MOHAWK crewmembers took a tour of the different spaces on the ship such as Damage Control Central and the Engineroom. Once the tour was complete the MOHAWK team attended the drill debrief with the Captain and crew of BLAISON. Once the debrief was over the firefighters of MOHAWK and the crew of BLAISON came together for a group picture then the team headed back in the small boat. The big thing that both crews agreed with was how similar the techniques are used by both units. Good day of training out at sea:

-CWO Green

Top: CWO Tommy Green receives training on the firefighting gear used onboard from his training team leader counterpart from the COMMADANT BLAISON.

Middle: A combined fireteam of MOHAWK and COMMADANT BLAISON team up to fight a mock fire onboard MOHAWK.

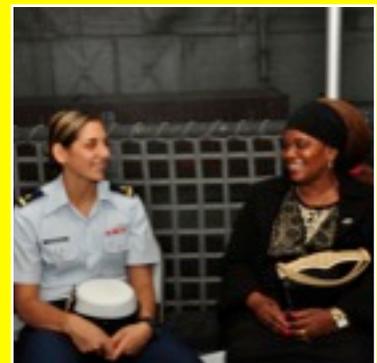
Bottom: Firefighters from MOHAWK (SN Morgan, DC3 Jones, SN Hicks) dress out on the Messdeck of the COMMADANT BLAISON to participate in a firefighting exercise.

Right: Firefighters from MOHAWK and COMMADANT BLAISON prepare to access a space to fight a simulated fire in a berthing compartment.



RECEPTIONS

The Mohawk crew held receptions aboard the ship in Sierra Leone, Liberia and Nigeria. The guest list at these receptions included distinguished visitors from the diplomatic corps in each country and foreign military members. The receptions featured prepared dishes highlighting the cutter's food service specialists' culinary skills. Also at the receptions in Liberia and Nigeria featured local dance troupes performing traditional dances, complete with drums and costumes, for the crew and guests.



Top: ENS Ohle compares military structure with Nigerian armed forces.

Middle: EM3 Fano dances with Sierra Leone dance team.

Bottom: ENS Pourmonir socializes with Nigerian dignitary.

Right: CO poses with FS3 Traitel, FS3 McCaleb, FS1 Ramos, FSCS Hoffpaur, FS3 Cepero and EM3 Chau.

CONGRATULATIONS ON YOUR ADVANCEMENT

OS3 Jones → OS2 Jones



IT3 White → IT2 White



FS3 Floyd → FS2 Floyd



OS3 Henry → OS2 Henry



OS3 Arechiga → OS2 Arechiga



ME2 Douglass → ME1 Douglass



OUR NEWEST MOHAWK ADDITION!

Connor Wayne Lavin

LT Lavin's newborn son

Congratulations to Chris Lavin and his wife Kara on the birth of their son Connor. He was born at 1854 on the 25th of August. Connor was born healthy weighing 7lbs 10oz and is 21.5 inches long.

