

SENECA eNewsletter - 01-23 APR 09

Good day, Shipmates.

We have concluded another successful and busy patrol while avoiding the numerous storms that Mother Nature and King Neptune threw at us, including: safe ammunition offload after mooring in a gale the day prior, boardings and BECCES, transiting the East River from New York Harbor to Long Island Sound, changing out all 18 cylinders and a turbocharger on #2 MDE, and ensuring we ate well despite water conservation and sea states.

Drydock: As the XO has put out in the POD and the EO has on the drydock frequently asked questions (FAQs) on SENECA's internal homepage (6th link down on top left, under SENECA Links), we expect an answer on where our drydock is next Monday, 4 May.

Boston Community Service Opportunity:

Boston's Project Bread's Walk for Hunger

Sunday 03 May

Starts on the Boston Common

0700-0900

Submit donations to Project Bread's Walk for Hunger on CG workstations via our team site; www.projectbread.org/goto/SENECA

We exceeded our goal of \$500 by 2x that amount.

BZ!

I hope to see you out walking on Sunday morning.

I've included some web links at the bottom of this email that I found interesting on my home computer. They may not work -- video -- on our CG system. One key web site that I want to note upfront addresses our current national health issue of swine flu. The best defense is what our parents and grandparents taught us to have good hygiene: wash your hands, cough into your sleeve, and see a doctor if your sick. For more information to share with family and friends please use the web sites provide by both our DHS Secretary, Honorable Janet Napolitano, and our USCG Chief of Staff, VADM Vivian Crea:

Center for Disease Control (CDC) www.cdc.gov/swineflu

www.dhs.gov

www.travel.state.gov

Wednesday, 01 April: Boardings; overcast. Weather was "fine as kine", as our New England fisherman say, and we boarded five fishing vessels (F/Vs).

Thursday, 02 April: The weather continued to support Living Marine Enforcement Boardings (LMR) as we boarded another three fishing vessels.

Friday, 03 April: Anchored in Portland, Maine harbor to avoid oncoming gale offshore.

Saturday & Sunday, 04/05 April: Liberty for Mid-Patrol Break (MPB). Portland, Maine. Shifted in thick fog from Anchorage Alpha to the State Pier with the Tug Andrew McAllister (4,000 horsepower) and a docking pilot, standing by in case the winds picked up. As we departed the anchorage, the fog cleared and we had great conditions for mooring. We did use the tug to save us some time by nudging us into the pier instead of warping in on Lines #1 & #4.

Monday, 06 April to Wednesday, 08 April: Underway on Monday and shifted to Casco Bay Anchorage 16 for storm avoidance. We thought we might get some boardings in but the weather and lack of vessels underway shut down that idea. We got back underway on Wednesday and headed south to Cape Cod Bay (CCB).

Thursday, 09 April: CCB Helicopter Operations. Completed 24 evolutions, including a Helicopter Crash

on Deck Drill and Hot Deck Refueling, with Coast Guard Air Station Cape Cod's (CGAS CC) CG-6025 Jayhawk. As we transitioned from night to day evolutions, a full moon rose to our southeast over the Cape starting out a bright, warm red/orange before it transitioned to a huge nightlight in the stary, cool night.

Friday, 10 April: Gunnery Exercise and a boarding, separate evolutions. Successfully fired the MK75/76MM (3 inch) gun (big gun on SENECA's foc'sle) after having done a major casualty repair during the last inport. It was a great Coast Guard day and said so to our Tactical Commander (TACON), District One, "PAST 24 HOURS HAVE BEEN GREAT FOR SEN'S GUARDIANS: 24 HELO EVOLUTIONS, 25 ROUNDS OUT THE BUSINESS END OF 76MM, AND AN INTERESTING BOARDING."

Saturday, 11 April to Monday 13 April: Anchored inside the crook of Cape Cod south of Provincetown, Anchorage 12, for storm avoidance. Having put out six out of our eight shots worked like a champ as we did not drag anchor. On Sunday we sent our XO temporarily assigned duty (TAD) to our Operational Commander (OPCON) Commander Atlantic Area (COMLANTAREA) for the Commanding Officer's Conference (COCON), and some other personnel transfers for medical reasons. On Monday we got underway from anchorage to transit the Cape Cod Canal. We got to see a couple more of the endangered Northern Right Whales as we transited from anchor off Provincetown via Cape Cod Bay to the entrance to the canal. They are impressively slow animals, and I liken it to seeing a Snow Leopard in the Himalayas only these endangered animals live right in our maritime backyard.

Tuesday, 14 April: Another great CG Day for the Cutter/Helo Team. Here is what I sent to our teammates at CGAS Cape Cod: "APPRECIATE TONIGHT'S SAFE, PROFESSIONAL 34 EVOLUTIONS AND 2 EXERCISES WITH CG-6011. OUTSTANDING TRAINING, SHIPMATES. YOU HELPED US QUALIFY 4 FLIGHT OPS PERSONNEL, AND WE HELPED YOU QUALIFY A SHIPBOARD AIRCRAFT COMMANDER TO PREPARE FOR NEXT BILLET THIS SUMMER. WE LOOK FORWARD TO OUT NEXT FLICON I. THIS IS A TEAM SPORT."

Wednesday, 15 April to Friday, 17 April: Mid-Patrol Break (MPB) in Newport, RI. Our intrepid XO and other shipmates joined us. XO permanently again with others coming down from Boston to help us move the balls down the field on logistics and repairs, which is much appreciated.

Saturday, 18 April: We ran the boarding teams hard with both Alpha and Bravo out enforcing all US Federal Laws and Regulations. The OTH was testing her legs as it ran about taking care and transporting the boarding teams as the fishermen kept working and getting further away from each other. Our efforts paid off. After CIC queried some 20 contacts, OPS sorted them down to three to board.

Sunday, 19 April: Afternoon Small Boat Training and Handheld Radio testing by TISCOM personnel.

Monday, 20 April: Weather avoidance; moor Weapons Station Earle, New Jersey. SENECA had 30+ knots sustained winds off the dock, off her port quarter, with a good period of 48+ knots while we were putting over the first lines. Fortunately, our Deck Department shipmates were safely quick and lively with our lines, and we ended up with 13 lines holding SENECA fast to the pier. We also had the assistance of the Tug Beth McAllister to help the Conning Officer maneuver the bow to the pier where the Foc'sle Team got a Line 1 over and holding. The tug then moved aft to assist Team Fantail get over a myriad of Lines 4 and 3 to hold SENECA's stern in close. We chose to forgo the brow until the winds abated, which they did after midnight and some thunder and lightening. We awoke to pea soup fog and no winds, which enabled our offload.

Tuesday, 21 April: Ammunition Offload at Weapons Station Earle, NJ. To prepare for the drydock we had to offload a bunch of ammunition, but we kept enough on board to protect ourselves and to conduct law enforcement. A nice safe job by all hands. We spent the night at Earle to catch a fair tide at Hell Gate in the East River. With the weather offshore, SENECA would not have been home any sooner than Thursday.

Wednesday, 22 April: Transited the East River and Hell Gate. Team SENECA met the navigational challenge of transiting the tight East River that connects the Upper Bay of New York Harbor with Long Island Sound. This required a great deal of chart preparation and visualizing how we would deal with all the

traffic we encountered. The East River did not disappoint. We met and overtook some traffic. We met the challenge and to commemorate the event, ET1 produced a service unique East River & Hell Gate Transit Certificate for all of us. Very cool, Chiefs; thank you.

Thursday, 23 April: Transited the Cape Canal and safely moored in homeport with the assistance of the Tugs Freedom and Liberty as we had a 20 knot off the dock wind. XO did a great job of working with the pilot to make a nice smooth approach with the tugs in a tight spot between SPENCER and the pier with 20 knots of off the dock winds.

For family and friends of SENECA: If you would like to know more about our fine cutter and myself, please visit these web site.

Cutter SENECA <http://www.uscg.mil/lantarea/cgcSeneca/>

Be well, God bless, Semper Paratus ~ Always Ready,
Sincerely,
wjw

CDR Wm. J. "Willy" Wolter Cutter
SENECA (WMEC 906)
Inport, preparing to get underway.

Interesting Links:

SENECA returning from JAN 09 patrol; note the snow on the pier.

<http://www.youtube.com/watch?v=7QGJMfp8vgE>

by D1 Public Affairs Specialists

SENECA transiting Newport Bay and at the NAVSTA Pier.

<http://www.narragansettbayshipping.com/search.cfm>

Public Site Noting our unsecure (intentional) radio traffic; OPSEC is necessary; people are listening; these folks are supporters and live vicariously through our endeavors. They think we're cool.

<http://www.radioreference.com/forums/marine-monitoring-forum/125046-cutter-seneca-air-ops.html#post929603>

Google Earth overhead shot of SENECA underway; someone is always watching.

<http://virtualglobetrotting.com/map/66259/view/?service=1>