

# SENECA eNewsletter - 29 SEP 08 – 10 OCT 08

Good day, shipmates.

Thank you for the positive feedback on my first eNewsletter which I have received from you, your families, friends of SENECA, and my relatives. It's encouraging; thank you; hence, a second eNewsletter.

**29 SEP:** Patrolled the high seas. The weather and seas were not good for boardings.

**30 SEP:** Helicopter Operations. From 1600-2123 (5.5 hours), we conducted 38 helicopter landings/takeoffs with an HH-60J, "Hawk 6004", from USCG Air Station Cape Cod (ASCC), which included day, night and night vision goggle evolutions. One of the pilots re-qualifying will be the test pilot for the MH-60J (an updated version of the HH-60J) conducting dynamic helicopter operational testing on the Coast Guard's newest Deepwater cutter, Cutter BERTHOLF (WMSL 750). He was joined by another pilot and three airmen. As a result of these boardings, SENECA also qualified a Landing Signals Officer (LSO), SK1. The LSO ensures that the flight deck is safe to land a helicopter and directs our tie down team. Also, one of our SN qualified as a Quartermaster of the Watch (QMOW). The QMOW is the watchstander who ensures that SENECA navigates safely on electronic and paper charts while answering the two bridge phones and logging our activities.

<http://www.uscg.mil/pacarea/cgcBertholf/>

<http://www.uscg.mil/d1/airstaCapeCod/>

<http://www.teamdeepwater.com/>

**01 OCT:** Helicopter Operations. SENECA conducted more helicopter operations (Helo Ops) with another ASCC HH60J. This time it was "Hawk 6011". We were southwest of Martha's Vineyard during a very dark night at sea. The illumination was minimal to maximize the Night Vision Goggle training for 6011. We safely conducted 16 evolutions including a Helicopter Inflight Refueling (HIFR) and a Hot Deck Refueling, which is refueling the helicopter while it's engines are running and blades are turning. If Helo Ops does not get your attention, doing HIFR and Hot Deck Refueling certainly keeps you on your toes. Hawk 6011's crew consisted of an exchange pilot from Canadian Forces, a Coast Guard pilot, and two aircrew.

**02 OCT:** SENECA led the escort of INTREPID from Staten Island to her remodeled Pier 86 on the west side of Manhattan, NY. It was quite the day with 38 vessels involved in the escort, including a nice job by USCG Auxiliaries in keeping the inquisitive boating public at a safe distance. Some images from the escort of INTREPID from Staten Island were taken by our excellent cutter photographer and briefed to Vice Admiral Papp, my boss at Atlantic Area. SENECA also embarked the Acting Sector New York Commander, and his Senior Reserve Officer, for the transit. It was a gorgeous day with a stiff wind (average 17kts, gusts to 25kts). I took advantage of the opportunity to continue north beyond Pier 86 in the Hudson River and pass under the George Washington Bridge which is the scene for the famous children's book The Little Red Lighthouse and the Great Gray Bridge, which was one of my son's favorites when we lived on Governors Island off the south tip of Manhattan. The lighthouse is officially known as Jeffreys Hook Lighthouse and was built in 1920.

<http://www.intrepidmuseum.org/> (click on "Intrepid Returns")

The Little Red Lighthouse and the Great Gray Bridge

by Hildegard H. Swift (Author), Lynd Ward (Illustrator)

<http://www.hudsonlights.com/littlered.htm>

**03-05 OCT:** Port call, Newport, Rhode Island. The crew enjoyed a well deserved break with many able to get back to their families and/or enjoy the fall in Newport and Providence. Unfortunately, my engineers had to do some work during the inport to make the Main Diesel Engines (MDEs) and the Controllable Pitch Propellers (CPP) to operate as designed. However, their hard work paid off. On Sunday evening, I got to see my EO take his MDEs to the maximum handle position of 10 turning for 1010 RPMs which had SENECA racing through the sea at 18.3 knots. BZ, Engineers. EMC and MK2 passed their Inport Generator Watch Qualifications. One of our SA's obtained his Underway Security Watch Qualification.

**06 OCT:** Boardings. SENECA's boarding team continued their efforts by boarding a Fishing Vessel out of Fall River, MA which is right across the Acushnet River from where the second F/V hails from, New Bedford, MA. Also, MK1 and one of our FN obtained their Underway Security Watch Qualifications.

**07 OCT:** Gun shoot. SENECA exercised her MK92 Fire Control System (FCS) and 76mm OTO Melara (Italian) gun system. During the prefire checks, our Weapons Division did an excellent job of being persistent in finding the "little @\$%@\$% switch" that was not allowing the firing pin to strike the primer. ET1 and our guest GM1 ensured the gun system worked like a champ and the evolution went safely. GM1 gave a special shout out to GM3 for his leadership of the Gun Mount Team. As some of my friends in Portsmouth, Virginia like to say, I got to "fire the big gun"; and, I have video to show them. Final Report: 47 rounds expended; bore clear; no casualties. BM2 finished up his coxswain prerequisites and passed his board the following day -- BZ!

**08 OCT:** Boarding (1x). The boarding of a F/V turned into a long day as the due diligence and fact collecting of our boarding team determined that the F/V had a violation. This involved a great deal of coordination between SENECA and D1 which had our Combat Information Center (CIC) watchstanders hopping ~ Good job, OSs & ETs. The boarding also required a long time in the boat by BM1, EM3 and BM3, who provided security and backup to the boarding team. We are awaiting the final results of the investigation by the National Marine Fisheries Service (NMFS) agent.

**09 OCT:** Boardings. A wet, overcast, breezy day, SENECA's boarding team conducted two boardings in a row on fisherman from New Bedford, MA who were right next to each other. The evening was capped off by the inaugural SENECA Fear Factor with the winner SNFS (prize = 72 hour liberty pass) ... good, clean fun. IT2 and HS2 did a great job putting it together. The runners up were FA (prize = 48 hour liberty pass) and SN (prize = 24 hour liberty pass). EMC continued his efforts towards EOW by passing his Propulsion Watch Board.

**10 OCT:** Boardings & BECCes. A sunny, light breeze day, we boarded another out of New Bedford, MA. After lunch, our Main Propulsion Assistant (MPA) was most pleased when we were able to conduct 10 Basic Engineering Casualty Control Exercises (BECCes).

Thanks for reading and providing me feedback. Any submissions?

Have fun, be safe; Semper Paratus,  
wjw

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

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

USCG District One (D1) <http://www.uscgnewengland.com/go/doc/778/228815/>

CDR Wm. J. "Willy" Wolter  
Cutter SENECA (WMEC 906)  
~ Underway; patrolling our East Coast ~