

K.N.B.—OUR HOME AWAY FROM HOME

HIGHLIGHTS FOR JULY AND AUGUST

1ST OVERNIGHT PORT CALL FOR ADAK IN DUBAI

152 - PATTERN OF LIFE WITH LOCAL VESSELS OF THE GULF

TRAVEL TO:

DUBAI, UAE
MANAMA, BAHRAIN
KUWAIT

2ND QUARTER SOQ

NEW QUALIFIED MEMBERS IN:

- UNDERWAY OFFICER OF THE DECK
- BOARDING TEAM MEMBERS
- BOARDING TEAM OFFICERS
- INPORT OFFICER OF THE DECK
- SEOPS

COAST GUARD DAY

INTERNATIONAL EXERCISE

SPECIAL VISITS AND NEWS

JULY & AUGUST MISSION SPECS

FUEL UNLOADED: 26888 GALLONS OF DIESEL IN TWO PORTS

DISTANCE TRAVELED: 5381 NAUTICAL MILES

We have all heard that famous saying, “Home is where the heart is.” For members onboard ADAK that gets a little tricky, especially with family, friends, and loved ones halfway around the world. Due to our unique situation we not only have homes scattered around the United States, but we also have “homes” in Bahrain. We also call Kuwait our “home away from home.” Ask any of your loved ones and you will find out quickly that Kuwait Naval Base (or K.N.B.) is frequented by ADAK. K.N.B. is also home to several United States Army units as well as Kuwaiti forces, the United States Navy and of course the United States Coast Guard.

K.N.B. features a long list of amenities that helps give it a more welcome feel. Those amenities include: a 24-hour gym, a morale center, a cafeteria, self service laundry, full-service laundry, computers, an international phone center, a NAVY exchange, televisions, an Olympic-sized swimming pool, a dive tank with platforms, a Dunkin’ Donuts, a small shopping center with several souvenir shops,



a basketball court, a volleyball court, a movie theater, a chapel, gaming consoles, pool tables, ping pong tables, WIFI, showers, movie rentals, coffee shops, barber shops, and a salon. The cafeteria puts out four meals daily and is equipped with buffet lines, a salad and fruit bar, a dessert station, a sandwich station, and a drink station. With all of these services and accommodations at little to no cost to members, what’s not to love?

But it isn’t all fun and games pulling into K.N.B. Members still maintain a 24-hour watch rotation, perform damage control exercises to maintain proficiency, and keep up maintenance duties on the cutter. The Deck Department’s BM2 Lee Acker put it simply, “The

cutter comes first.” Counting down until liberty is granted, we complete daily clean-ups and half work days eager to get away from the cutter and enjoy some down time.

Overall K.N.B. is a safe harbor both physically and mentally for the cutter and crew. It allows the crew to get in touch with those of you that we miss, gives us time to stand down and relax, and gives us a sheltered port from both the elements and potential foes. The accommodations and services provided really help to comfort us with our frequent visits to K.N.B. It may not be “home sweet home” or our flats in Bahrain, but K.N.B. is truly considered our “home away from home.”

We would like to give a special shout-out to one of the hardest working groups on ADAK—the Engineering Department—which has worked tirelessly to maintain ADAK’s operational readiness. ADAK is always ready to answer all bells, and it is a testament to these members’ foresight, dedication and perseverance. Bravo Zulu Engineering Department and thanks for all the hard work!

THE CAPTAIN'S CORNER



Friends, Family and Shipmates,

Ramadan Kareem! Ramadan Kareem is the Arabic term used to wish one another a happy Ramadan holiday, most of which falls during the month of July. In an effort to embrace our cultural surroundings, ADAK undertook a collateral mission to positively represent America during this principal Islamic holiday. While this is always a top priority, it is especially so during Ramadan. ADAK crewmembers publicly respected fasting from

sunrise to sunset and wore full-length clothing covering the arms and legs. While that may sound oppressive in 110-degree heat and 75-percent humidity, the reward was a post-sunset feast known as an *iftar* to “break the fast.” Many of ADAK’s crewmembers were able to experience a traditional *iftar* in Bahrain or in our port call in Dubai, United Arab Emirates.

Since our last installment, ADAK has been away from home-port for 39 days and underway for 27 days. During that time we worked with our coalition partners to make the Arabian Gulf a more secure and safe environment for those making a living at sea. As with our domestic missions, many fishermen in the Gulf know the reassuring presence and the friendly smiles of the U.S. Coast Guard. The highlight for the crew was a two-day port call at Jebel Ali, which is a short distance away from the architecturally stunning city of Dubai. There we had a well-deserved rest, and many of the crew were able

partake in a fun event, whether it was floating down the lazy river at the Atlantis resort water park, hugging a penguin at the Mall of the Emirates or scaling Burj Khalifa, the world’s tallest building.

An interesting fact is that ADAK has sailed over 1500 hours in the last four months—more than what most stateside WPBs do in one whole year! We could not have done it without the help of temporary personnel filling in for our shipmates who were on rest and recuperation leave. A big “thank you” to MKC Brian Moitoso for filling in as engineer petty officer, LTJG Matt Tolliver from MONOMOY for assisting with operations, and SN Harrison Rabalais for standing bridge watch. A notable personal achievement recently was BM2 Acker earning his underway officer of the deck qualification, a major professional milestone for a Boatswain Mate! Lastly, congratulations to GM2 Christopher Young and his wife, who are expecting a child.





QUALIFICATIONS AND ADVANCEMENTS

Life on a 110' patrol boat can be rough, tiresome, and overall exhausting. Did I mention the qualifications? ADAK's crew has put in an extensive amount of time and hard work to become contributing qualified members.

JULY-AUG 2013

BM2 Acker: Underway Officer of the Deck

MK2 Kozak: Boarding Team Member

SN Guenther: Boarding Team Member

FN Murphy: Boarding Team Member

BM1 Kimbrell: Boarding Team Member

BM2 Hofmann: Boarding Team Member

SN Iannazzo-Simmons: Boarding Team Member

THE ENTIRE ADAK CREW ALSO COMPLETED AND RECEIVED THEIR SHIPBOARD EMERGENCY OPERATIONS QUALIFICATION.

WATER SURVIVAL TRAINING PROGRAM

This past month several of our shipmates underwent a new training program to incorporate a new survival aid. The program is called WSTP (Water Survival Training Program) and entailed several physical and mental challenges that had to be met in order to be completed. Some of those challenges included: a standard physical fitness test, gear familiarization training, swimming techniques, drown-proofing and gear-ditching training. Trainees went at a crawl, walk, then run pace, essentially learning the ins and outs of our new personal floatation devices. Day one started bright and early with the standard physical fitness test (PFT). Each of our nine members participating in the WSTP performed with flying colors and maintained positive attitudes, cheering one another on during each task. Following the PFT our group departed the gym and headed for the classroom, eager and excited to get the classroom portion of the training over and done so that they could get into the pool. After the classroom training and a quick lunch, the group of nine met at the pool and changed into coveralls and training gear.

During both days of training, members spent several hours in the pool. Starting off in the shallow end of the pool, members of the Middle East Training Team (METT) instructed us on proper swim techniques, floating techniques, and water treading techniques. The METT team's knowledge and experience rubbed off on our crew and really

helped them to stay calm and feel comfortable in the water, even while wearing a set of full gear. Eventually they continued working further along into the deep end of the pool. Stepping off the edge of the pool and fighting to stay calm and allow the training to kick in was a stressful thing to accept, both mentally and physically. However one by one members of ADAK lined up and stepped off the pool's edge and into the water. Fanning out their arms to slow their descent and allowing muscle memory to take over. Relax, remove helmet, take off sling and primary weapon, pull out the cord holding the plate carrier together, swim up for air, dead man's float while manually inflating or activating the floatation devices on their law enforcement belts—this is what was running through their heads over and over until each received a thumbs-up to go reset their gear.

The final task was more mental than anything. After learning all of the techniques and practicing them in that crawl-walk-run style, the trainees were metaphorically walking tall and getting ready for the run. Returning back to the pool after another quick lunch, they saw a fire engine red platform set up at the corner of the deep end of the pool. The deck of the platform was roughly five feet above the pool deck. This quickly got everyone's attention and started to stress some members a little. The training team quickly assured them that they were indeed ready and that the platform was no

different than stepping off the side of the pool deck. They repeated again and again, "remember what you have learned and just stay calm and relaxed." This helped some of the trainees, and again they started to line up in a single-file line at the base of the ladder-well of the platform. The lifeguards were ready and the training team was in their designated areas. One by one the trainees stepped off the platform and reacted as appropriate for the given task. The last task seemed to be a crowd favorite. The member would step off the platform and pull the manual actuator for the inflation system that they had been learning about. Within a second or two the bladders had filled with CO2 and members quickly floated up and back to the surface. It seemed more like an amusement park ride than a military training!

In the end the training proved to be very beneficial to each member, with their billets being boarding team members and boat crew members. The METT was very helpful and knowledgeable, offering extra assistance to any member needing it and helping to keep them motivated and comfortable in the water. Each member remained positive and even had a fun time training and preparing for emergency situations. Now each one of them is ready to utilize what they learned in the case of an actual emergency.

COAST GUARD DAY IN THE ARABIAN GULF

August 4th is celebrated as Coast Guard Day to honor the establishment on that day, in 1790, of the Revenue Cutter Service, the predecessor to today's Coast Guard, by the U.S. Congress. On August 4, 2013, ADAK had the honor of tying up to Coast Guard Cutter MONOMOY during both cutters' underway period in the Arabian Gulf.

Once both cutters were secured to one another, the crew of ADAK and the crew of MONOMOY underwent a "cross deck" between ships. Members participated in an open swim call and a barbeque, exchanged sea stories, and observed a moment of silence to honor all those who have served before us as well as those who are serving with us today. Spirits were high as both crews helped to make this Coast Guard day one for the history books.



CENTCOM & USARCENT GUESTS MAKE A SPECIAL APPEARANCE



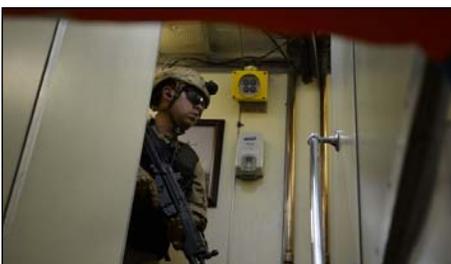
CENTCOM Command Sergeant Major Frank Grippe and USARCENT Sergeant Major Stephan Frennier made an appearance on ADAK while moored at Kuwait Naval Base, Kuwait. They were speaking with the units over which CENTCOM has operational control to get an understanding of how the unit's operations were going and to survey the overall effectiveness of those units. Left: CENTCOM Command Sergeant Major Frank Grippe and USARCENT Sergeant Major Stephan Frennier speak with BM2 Clayton Wolfe, former Army combat veteran who served in Fallujah during the Iraq war, as well as members of ADAK.

AN INTERNATIONAL EXERCISE WITH OUR FRIENDS TO THE NORTH

In early August, the crew of ADAK was chosen to represent the Patrol Forces Southwest Asia cutter force during an international training exercise. The exercise consisted of CGC ADAK and HMCS TORONTO (FFH 333), a Halifax class frigate that has served the Canadian forces since 1993.

The exercise scenario consisted of ADAK being the “target vessel” smuggling contraband and containing known suspects. HMCS TORONTO was the “law enforcement vessel” which sent over a VBSS (visit, board, search, seize) boarding team to ADAK. Once onboard ADAK, the VBSS team swept the vessel in search of contraband, weapons, and suspects. Members of ADAK dressed in civilian attire to help give the scenario a more realistic feel and acted as role players, each with their own character. From space to space the Canadian VBSS team was swift and precise with each movement. The VBSS team found several weapons, contraband, and even placed a few members in flex cuffs after discovering their role playing identities. “Their professional knowledge and expertise was displayed throughout the scenario.” said GM2 Christopher Young. As the training came to an end, both crews had time to exchange stories and discuss tactics and respective operations. MKC James Weaver, Chief of the boat, said, “It was cool to sit down with our counterparts and talk about the differences in our training when it comes to communication, movements, and our overall time spent in the Gulf.” MKC Weaver especially enjoyed sitting down with a Chief not only from a different branch, but also from a different country, and talking shop.

Once the scenario was completed, the VBSS team of the HMCS TORONTO radioed in for their extract vessel. Shortly after their small boat had pulled alongside ADAK, the VBSS team disembarked ADAK and returned back to the HMCS TORONTO. Members of the crew enjoyed the exercise very much. SN Charles Kemmlein said, “Being able to work with other countries is such an enjoyable experience. I feel that both crews learned a lot from the exercise, and I hope that we get to work with members of the TORONTO again soon.” Overall the exercise seemed to be a great success and helped to increase and improve our relations with foreign nations. Both the TORONTO and ADAK crew members took away a lot of operational knowledge and a great experience.



A FAMILIAR FACE FROM BACK HOME

Recently, the opportunity arose for me to go visit my husband in Bahrain. I began shopping for airline tickets, completed the DOD Antiterrorism Training and my husband received approval from his command. Planning for this trip was in full swing, but after hearing reports of rioting and violence in the area, I was a little reluctant to go. The PATFORSWA and Navy Ombudsmen kept me up to date with any warnings from the command and assured me that it was safe to travel as planned. The flight was long and exhausting, just as I expected. I was relieved to see easy to follow signs in English when I arrived in the Bahrain Airport; it was effortless to navigate and customs was a quick and efficient process. I had also reserved a very affordable rental car, which was no hassle at all to pick up.

Before I left the states I signed up for the Smart Traveler Enrollment Program (STEP) through the U.S. Department of State. During my trip I received

several emails from STEP warning me of different things happening in Bahrain. One of the emails contained a color coded map of the country, it outlined areas that were considered unsafe or off limits. I picked up a tourist map in the airport that helped us to navigate our way around areas we weren't familiar with and highlighted the tourist attractions and other activities. Together the maps turned out to be an excellent reference for planning our days. We were able to visit the Royal Camel Farm, the Bahrain National Museum and the Tree of Life; we toured the Grand Mosque, watched the sun set over the water from a beautiful park and even tried Hookah. I was also welcomed aboard the ADAK and had the pleasure of meeting the rest of the crew and learning about life on the cutter.

All in all I am so glad I went through with the trip as planned. We dined on delicious food, experienced a new culture and learned of the rich history of



Bahrain. Everything was great and such a unique experience. Besides the jet lag I encountered, we had a wonderful time exploring. I felt safe as we were out and about and was comforted by having all of the modern amenities of home. I highly encourage anyone who has the means and the opportunity to travel, to not pass on this chance. Please feel free to contact me with any questions/concerns regarding your travel plans.

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CONGRATULATIONS TO THE YOUNG FAMILY

If you thought working in the Arabian Gulf provided enough excitement, you would be wrong. We still look forward to hearing from family and friends back home. In late August, GM2 Christopher Young received an exciting FaceTime call on board ADAK. He and his wife, Jean, are expecting their second child. GM2 Young knew his wife was expecting, however he had no idea if they were having a boy or a girl. Well, early morning here

GM2 Young FaceTimed home and spoke with his wife for a few minutes. Unbeknownst to GM2 Young, LTJG Katie Spira had spoken with Jean earlier and baked a cake with the inside the color of the sex of the baby—pink for a girl and blue for a boy. LTJG Spira brought out the cake and, with Jean watching from home and ADAK's crew watching on board, GM2 Young sliced into the cake. With two long cuts, GM2 Young slid out a slice of cake revealing

a pink center. Congratulations to you both, Christopher and Jean Young, on your future baby girl!



(A) GM2 Young cutting into the maternity cake as his wife, Jean, watches via FaceTime.



(B) GM2 Young revealing that he and his wife will be having a baby girl.

ET2 JERRY ENGLEMAN**SHIPMATE OF THE WEEK COAST GUARD WIDE**

Posted by LT Stephanie Young, Friday, July 5, 2013

The U.S. Coast Guard and its predecessor services have made contributions in nearly every U.S. conflict since the Constitution became the law of the land. Joining that long tradition of service in defense of the homeland is the crew of Coast Guard Cutter ADAK.

ADAK, one of six Coast Guard patrol boats in the region – part of Patrol Forces Southwest Asia, the Coast Guard's largest unit outside the United States – focuses on maritime security, infrastructure protection, military-to-military assistance and supporting exercises in the Persian Gulf, U.S. Central Command's area of responsibility.

Every member of ADAK's crew is critical to the mission, but there is only one known as "one of the hardest working people on a really hard working boat" – Petty Officer 2nd Class Jerry Engelman.

ADAK has been busy the past two months with a 50 percent crew change-over. Engelman is one of the newly reported and while his time aboard ADAK has been short, his performance has been impressive.

One of Engelman's first tasks was making the cutter mission capable. He fixed multiple navigation systems failures, rebuilding one of the systems in just 24 hours.

LTJG Jared Korn, Engelman's department head, describes navigation and communications as the most important things the crew does as "the mission is constantly moving." Engelman is the per-



son who makes sure ADAK's navigation equipment is up and running to get the crew where they need to go safely.

"When the cutter's main navigation system failed, he quickly dug his head into manuals and pubs to find a solution and repair the casualty," said Petty Officer 1st Class David Neuner, an ADAK crew-member. "His dedication to the cutter and his rate showed in his tireless work towards fixing the problem."

ADAK recently participated in the 2013 International Mine Countermeasure Exercise. In the largest exercise of its kind in the region, 41 nations gathered to focus on international cooperation and conduct a wide spectrum of defensive operations designed to protect international commerce and trade including mine countermeasures, maritime security operations

and maritime infrastructure protection.

With the 41 nations and their various assets, it was important the respective crews could "talk" to each other. Engelman worked on a communication suite used by the coalition forces, allowing for ADAK's successful communication, and thus participation, in the exercise.

"ADAK is constantly working with other Coast Guard, Department of Defense and foreign militaries on very high visibility missions where being able to coordinate is critical," said Korn. "The communications gear that ET2 Engelman maintains is vital to ensuring that can take place."

Engelman not only excels at his main duties, he goes the extra mile to make ADAK a better place for the crew.

"ET2 Jerry Engelman's attitude towards completing tasks is always above and beyond just average. Whether it is pleasant or unpleasant, he gives 110 percent," said Neuner.

"I can speak from my own experience that seeing him up at all hours of the night and constantly working even on his rare days off to make things better for the ship and not just to maintain the status quo, has been an inspiration to myself to work harder," added Korn.

As our nation celebrated its independence, Engelman and his fellow crewmembers aboard ADAK stood the watch alongside coalition forces. They upheld the service's core value of "devotion to duty" as they kept us safe and secure.

Shipmates, friends and family, this is our third newsletter combining July and August into one issue. I received some great feedback and am pleased to hear that you enjoy seeing and reading about what we are doing out here in the Gulf. If there is anything you would like to learn more about please let me know. I am open to any and all ideas. Check out our new website at <http://www.uscg.mil/lantarea/cgcadak/>. Again thank you all for your continued support...and enjoy!

Very Respectfully,
SN Frank J. Iannazzo-Simmons

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