

USCGC MORGENTHAU (WHEC 722)

Deployment News, 29 Jan 2007



FROM THE BRIDGE:

Greetings & Ahoy to All Family and Friends,



I was getting a little concerned that I would not have much to write about operationally since the last Newsletter. Well, not any more. One of the many great things that come with being a 378 sailor is knowing that today could very easily be the day, and

this was the case over the last week or so aboard MORGENTHAU. And, once again, the crew rose to each challenge and each mission and executed superbly.

When we departed Panama, things seemed to quiet down for a little while operationally. Perhaps the drug runners were resting and enjoying the holidays much like the rest of the world. Well, that lasted all of about one week and then they were back at it. Unfortunately for MORGENTHAU, we were not exactly in the right place at the right time for a little while there. In fact, over a 48 hour period, our Tactical Commander directed us to support two other surface assets who were also patrolling down here at the time on two different cases and each case separated by 400+ miles. Well, we saluted smartly and did just that, but in my gut, I knew this crew and cutter deserved better tasking. The second case we were asked to support involved one of MORGENTHAU's trademark 10-12 hour both main gas turbine runs, where we smashed through heavy seas towards a suspected drug runner only to have a naval vessel arrive on the scene ten minutes ahead of us and get the drug seizure (I was not aware we were in a race at the time). That was a tough one to explain to the crew, especially since the naval vessel with the Coast Guard Law Enforcement Team onboard needed to use our small boat and coxswain to execute the seizure because the seas were too rough that night for their boat and it got swamped and quit running. However, in the big picture, it was a seizure for the good guys, which is still far and away the most important thing.

Well, those frustrations and near misses would end very soon. After executing a flawless Underway Replenishment (both pictures taken from our bridge wing during the event), we had another belly full of gas and were rip roaring and ready to operate again. I reminded our Tactical Commander, with complete sincerity, that as the queen on their counter-drug chessboard, they needed to put her (us) in the best tactical position possible as we were / are their best counter drug weapon in the Eastern Pacific Ocean. The week which followed would demonstrate just that.

On Saturday January 20th, while we were hot in the hunt on a counter drug case, our outstanding helicopter crew spotted a suspicious vessel about 30 miles ahead of our position. We closed to investigate. As soon as we had the

vessel visually, I knew we had come across a migrant smuggler. First there were 5 people on deck, then eight and then a dozen. By the time we recovered our helo, we were alongside the 35 foot undocumented motor vessel with approximately three dozen or so migrants staring at us from their dangerously overloaded decks. Shortly after recovering our helo, we launched our small boat to investigate, and, after obtaining proper permission, began removing the migrants back to MORGENTHAU. The final count was 57 migrants, including several below the age of 16, and 14 women. The migrants, from Ecuador and Peru, had been at sea for about 10 days and were tired, hungry, dirty and thirsty. We safely transferred all 57 migrants to MORGENTHAU where we provided them food, water, showers, head facilities, blankets and medical care. We then marked the migrant vessel as "derelict and abandoned" and departed the scene back on the hunt for the drug runners.

The very next day, with our 57 migrants onboard, our counter-drug case broke open when our helo spotted yet another suspicious vessel off the coast of Costa Rica. Once again, the outstanding crew of MORGENTHAU and our exceptional engineering plant were ready to respond, and we quickly closed down on the unsuspected fishing vessel. When we had this vessel visually, we launched our over-the-horizon cutter boat and MORGENTHAU's ace law enforcement (LE) team to investigate. The answers provided by the fishing vessel crew to our LE team's questions raised our suspicions even more. So, we pursued authority to board and investigate, and were given permission from our Tactical Commander back in Alameda shortly later. Minutes after our boarding team was aboard, we got the call on the radio "Bingo"! A trademark report from a Boarding Officer indicating contraband has been found. Several hours after the boarding began, we had five suspected drug runners detained aboard MORGENTHAU, seized the 40 foot fishing boat and removed and seized 102 bales of cocaine, with an estimated weight of between 5100-5600 pounds. Not a bad weekend for the crew of MORGENTHAU.

After safely transferring our 57 migrants to the Costa Rican Coast Guard and processing our drug seizure case with the proper authorities, we departed anchorage in Punta Arenas Costa Rica. Frankly, I thought we would be directed to make our way back up the coast to El Salvador with the few days



remaining on patrol in order to make our planned fuel stop and helo drop schedule and still feel very good about our recent accomplishments. Well, it was clear our patrol was not yet over. There was another HOT, HOT, HOT drug case 200 miles to our south. This one involved a trade mark “go fast” vessel loaded with contraband. We were directed to serve as the “backstop” and maintain our position just west of the Costa Rican coastline in case the go fast vessel slipped through the first counter-drug net that was set for it. Well, this go fast vessel was both extremely fast and extremely elusive, and by the time we finished processing all the reports, we decided it had slipped by everyone, including us, so we started to make our way northwest at flank speed. It was a tough ride in heavy seas, especially since we were not sure where this go fast vessel was. However, we had a good idea about its general destination, so we decided our best bet was to head to the same area where it might be heading and hope we’d get lucky with the few flight hours we had remaining with our helo. Well, thirteen hours into the chase at about 0200 in the morning on Saturday January 27th, we received a report from a military patrol aircraft that they had spotted a profile go fast vessel about 130 miles to the northwest of our position. We had guessed correctly! But, we still had a ways to go, and the go fast could easily offload it’s contraband to another vessel at anytime. Our engineering plant and crew were again put to the test and answered superbly as we continued to close at flank speed, exceeding 27 kts for most of the night and morning. And although we piped reveille at 0500 in order to launch our helo under the cover of darkness, the crew already knew we were hot on the trail and were ready in a flash to execute. With our helo in the air, we continued to close and soon launched our small boat and ace LE team once again. The go fast vessel crew still had no idea their morning would soon end so badly. With the sun just starting to rise in the east, and MORGENTHAU still well over the horizon and out of view, our helo and small boat pounced on the unsuspected go fast vessel and the crew of four quickly raised their arms in surrender. After obtaining the proper authorities to board and investigate, the MORGENTHAU’s LE team discovered 86 more bales of cocaine, which we seized along with removing and detaining the four suspected drug runners. It was another seizure or disruption by this outstanding cutter and crew, and one that took the entire crew and all our equipment and outstanding engineering plant to pull off.

Okay, now that is the way to end a counter-drug patrol! And, as I cannot emphasize enough in writing these articles for this newsletter, none of this would be possible if it were not for all the wonderful love and support this crew receives each day from their family and friends back home. So, again, thank you or all you do and have done in supporting your loved one. It is greatly appreciated.

The “Tiger Cruise” from San Diego to San Francisco is starting to take shape and I hope we’ll get more details out to everyone very soon to enable everyone to make the necessary plans and reservations. Thanks for being patient.

Best Regards – Captain Kevin O’Day

“Semper Paratus” – Always Ready Decus Pacifici” - Pride of the Pacific

FROM THE NEWSLETTER TEAM

ENS CHRIS MORRIS

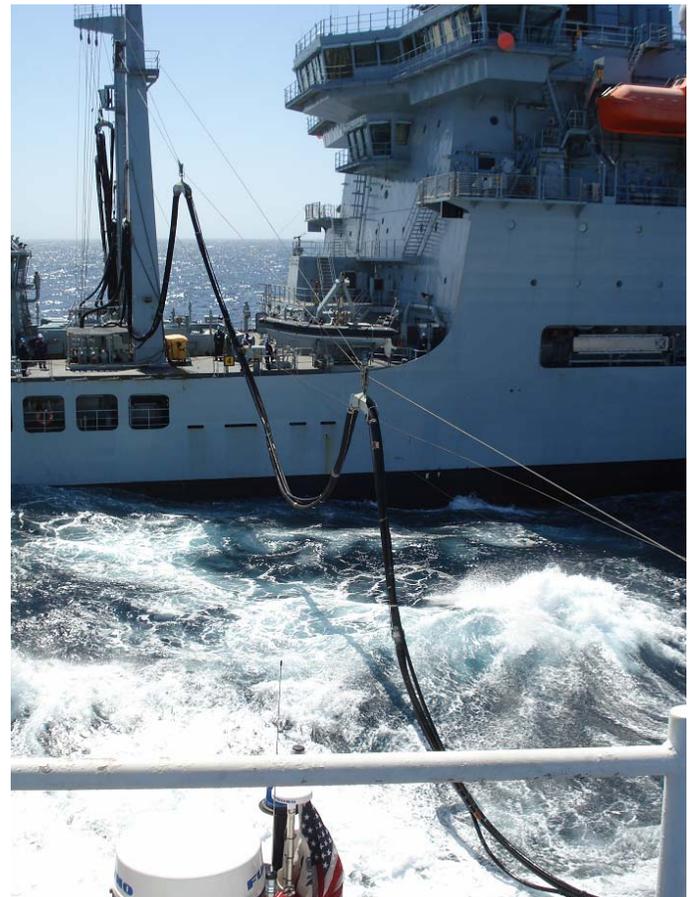
Greetings once again from the USCGC Morgenthau Newsletter Committee. This is our third e-mail newsletter of our current deployment coming to you from the Eastern Pacific. This newsletter marks the conclusion of our operational patrol- from here on out we get to enjoy a well-earned port call in Guatemala, followed by some training and fun in San Diego for TACT. So we’re getting a little closer to being home, although we’re not quite there yet. Thanks goes out to all our family and friend who have sent us their support over these very busy mounts spent sprinting around the Eastern Pacific. Stay tuned for our next newsletter from San Diego later this deployment.



ENGINEERING DEPARTMENT NEWS

LCDR BRIAN HIGGINS

Let’s see, where did we leave you last... sailing away from Panama after a well-received patrol break... fast forward almost 4 weeks! As we enter our 25th day underway without setting foot on land, we are all looking forward to putting “boots on the ground” for a while.. actually there will likely be no boots, after wearing boots 24-7... flip-



Fueling lines draped across some rough seas.



LTJG George Francis Hall, MK2 Jesse Ridgeway, and MK2 William Conable man DC Central During UNREP, while FN Jason Gregg tuns fuel valves in aft sewage.

flops & tennis shoes will undoubtedly rule the day! During this stretch, we re-supplied from another ship for the first time in years (the official term is UNREP, or Underway Replenishment), taking on nearly 100,000 gallons of F76 (a diesel type fuel) from a bunch of Brits on an English "Oilier" named WAVE RULER. The water between our two vessels was extremely choppy, and many large waves ran down the sides of MORG, challenging the fuel tank sounders (FN Greer & FA Jeter especially) on the weatherdecks to stay on their feet against drenching walls of warm, salty seawater. But we made it through the ~3 hour evolution with flying colors, despite the loss of a Gas Turbine early on. The Engineer room watchstanders, let by CWO2 Pat Barron, reacted to this casualty like the pros they are, switching from Gas Turbines to Main Diesel Engines seamlessly to keep us on track. And that Gas Turbine is back to running like a champ as well.

Given all the turbine ops lately, it is clear that our Main Prop division has done a phenomenal job keeping them reliable & fully functional. No small task, these turbines are powerful but ancient, and can be difficult to support... and constant running at nearly 1000 degrees while vibrating and burning 1 gallon of fuel every 2 seconds can take a toll. Fortunately the preps we made for this patrol set us up for success with reliable equipment & a stacked watch section. FN Gillespie & FA Clark earn special recognition for their power lifting skills while moving a gear-driven MDE seawater pump, eliminating yet another opportunity for MKCS Engle to

demonstrate his "old man strength."

MPA got another chance to prove his watchstanding dominance by being the lucky EOW when the power mysteriously started to die.... First the generators violently shook like a dog just out of water, followed by a brown-out as the lights dimmed and the generators started to give up. After a flurry of stripping breakers, the generators were able to recover, but several tense moments followed as various engines lost cooling flow and the power supply flickered on & off... the problem was traced to an air-bubble in the fuel system, and soon we were back to normal operation.

The EMs achieved greatness by solving several issues with our steering system; mind you this tangle of hydraulics electronics is one-of-a-kind with no drawings, and is as confusing as the hieroglyphs once were to archeologists... but EMC Gieb went to work, clearing the 2 largest steering casualties while barely breaking a sweat... OK actually he was sweating like crazy along with the EO, LTJG Escobedo & everyone else back there. Aft steering routinely gets above 100 degrees. As the duty Electrician, EM3 Compton has also been busy, with the usual grounds & lighting issues throughout the ship.

During our only migrant interdiction case (we were in the news with this one!), we brought aboard 57 migrants from what appeared to be a small wooden vessel, maybe 40 feet long. After they were all off, we had to do something with their boat. It was made of wood, and therefore could not easily be seen on radar making it a hazard to navigation. Who could make it more visible on radar...? Bring in the DCs! With their creativity put to the test, DC3 Serrano and DC2 Martin responded by using an old steel barrel to create a radar reflector of such quality that we ended up keeping it for future use... MORGENTHAU's crewmembers then stapled aluminum foil all over the derelict boat in a much lower-tech attempt to increase the vessel's radar cross-section.

A-gang has had to deal with several small boat issues recently, the most creative response being when the throttle handle on our remaining operational Over-The-Horizon Boat broke not once, but twice! MK2 Ridgeway and MK2 Conable eventually fixed this handle by super-gluing the throttle lever together, then super-gluing 2 allen wrenches to the sides for bracing, wrapping the entire thing in a syntheglass cast and covering it with a bunch of band-aids that have the word



FN Greer & FA Jeter before getting soaked at their fueling stations.



Product placement is everywhere! DC2 David Martin wields a reflector for the abandoned migrant vessel, while DC3 Albert Serrano drinks a Red Bull from the ship's store to stay awake.

“ouch” written on them. It is no longer the weak link, that’s for sure.

I will close with a recently-proved engineroom fact: If you shut off all ventilation and both MDEs during a drill, the engineroom will become hotter. Yes, CWO2 Barron predicted this, but just in case there were any doubters, we put on our mythbusters hats and tested this theory during our last drill. As the crew simulated the actions necessary to fight a Machinery Space fire, we intentionally killed power to make the drill more realistic, which turned the MDEs into giant radiating heaters...and the temp soared above 160 degrees. The authorized “stay time” inside the engineroom to well below 10 minutes. Yes, we are winding down this patrol, and we will miss the calm seas and the euphoria associated with drug busts, but we will definitely not miss these insanely hot temps. I would try the old fry-an-egg-on-the-steel-deck trick but I can’t... last I heard we’re out of eggs.

-Submitted by LCDR Brian Higgins

OPERATIONS DEPARTMENT NEWS

LT MICHAEL FISHER

Greetings Sports Fans... and I *do* mean ‘Sports Fans’.

Your friends and family onboard the Cutter Morgenthau have come out well ahead of the rest in this season of full-contact sports on the high seas. With the long legs of our Engineering department, the eyes and ears of our



LT Michael Fisher with everyone’s favorite Ops News Columnist- CWO2 Jason Brooks

Operations department, the bone structure of the Weapons Department and the... I dunno... deep cargo pockets (?) of the Supply department, contestant #722 has cleared a lot of hurdles and we’re now sprinting home on the final stretch of what’s been a long and successful race... to somewhere in the secretive and ambiguous Eastern Pacific.

Almost forgot. We have the Law Enforcement subdivision to account for, as well. We’d certainly be remiss to leave out the pointy-end of our many-pronged spear in the race-running athlete analogy. So we’ll call them the silent rubber on our shoes, our low-drag, one-piece skin-suit (think Lance Armstrong), the ubiquitous and overpriced Oakley eyewear of the down hill skier and the clever fannypack where we store our high-energy bars and obligatory iPod. For surely, you can’t run a race without an iPod.

Continuing with the allegory, it’s almost unfair. It’s kinda like having Batman on the basketball court. “Need to stop the rebound you say? Well, I’ll just rocket to the end of the court and shoot the ball out of the air. Now, what’s for midrats?” Batman had a belt full of gadgets. On the Morgenthau we have outstanding teamwork. Truly, the advantage is ours. To overcome any guilt on my end, I choose to remember that they’re called “bad guys” for a reason... they’re bad.

Within the OPS department, though, we’ve scored some serious points this season.

The guys in the Combat Information Center, for example, despite the dark lighting and questionable ambience, have amassed a book full of ‘winning plays’ for the good guys. Personally, I’d have a hard time not bumping my head on something while watching the radar sweep go around all day. That thing’s mesmerizing. But these guys can do it all day. And all night. And all day... You’d think it would start to affect them after awhile. Maybe folks on the beach can weigh in on their post-patrol behaviors. Maybe some of them, while sitting down at a meal, for example, are given to shaping piles



ET2 Scott Finstad on the lee-helm.

of potatoes into little ships, slyly orchestrating their movement through a minefield of peas and positioning them to intercept the Mother Chip. If only the Guatemalan Snow Peas would stay out of sight... Just be patient with them and shower them with understanding... and enough potatoes to ensure victory.

But don't think that our shipmates in CIC are having all the fun, nor risking all of the socio-

pathic consequences. We have a room full of folks in the Comms Center whose job it is to sit still, listen to radios and process an incessant stream of traffic. Please, if any of your loved ones return to you and are found out in the driveway, hunched over their car stereos furiously trying to orient their wireless laptops so they can get an internet connection while simultaneously looking for ANY kind of music in English, don't be alarmed. Just offer them a chow relief and let them get back to it. Guaranteed, these folks spend more time dialing up circuits, patching around flakey equipment and making sure all of our left hands are on the correct channel to talk to our right hands than people realize. They're bound to pick up some weird habits.

Were it not for the NAV division, though, we'd never find our way to the party in the first place. We could possibly find our way to a *different* party, but there's no guarantee that we'd get invited into the hot tub. 170 strange Americans showing up on your doorstep would be awkward for anybody. Especially if we brought corn dogs when we should have brought red wine. We eat a lot of corn dogs on here, you see. But, thanks to our intrepid navigators and their diligent lookouts, Morgenthau nimbly executed all of our tasking and set a high standard for our ability to deploy our resources. In the words of our Captain, Morgenthau is the Queen of the Chess Board down here. And thanks to the NAV division, Queen 3 was able to take Bishop 5 without wiping out a couple pawns and a wayward horse.

Lastly, there is the Electronics Division to speak of. My people. To hedge against criticisms of biased treatment, I'll keep it short: Our ET's and IT's are the best



OS3 Chris Lopez makes the underway optional uniform look good.

I've worked with. They're a bunch of weirdoes, sure, but like a pack of oddly shaped amoebas, they fit together perfectly and are perfectly willing to pound their brains on problematic 'trons all day long. And as always... Caveat, Velociraptors, Hic Est Dan Nelson. (secret, insider OET thing). You guys work.

We're almost home, friends and family of Morgenthau's crew... keep the lights on. And maybe throw a case or two of corn dogs in the freezer for us when we get back. We're developing an addiction.

-Submitted by CWO2 Jason Brooks

WEAPONS DEPARTMENT NEWS

LTJG RYAN WATERS

In Weapons Department, we are always training and working toward making the ship ready for any situation that may come up. It was somewhat frustrating for many of us in the beginning of the patrol that we hadn't had any drug busts or other LE cases.



We would have never guessed that the last few weeks were going to be so busy or so filled with action. With two drug busts, and 57 migrants onboard, Weapons Department found itself extremely busy.

All members of Weapons Department hold a critical role in our LE mission. The FT's, besides keeping the CIWS operational are responsible for standing watches on the MK 92 radar. This is a very important piece of equipment in relation to the LE mission because it is the best radar we have for picking up small contacts that could be drug runners. So, thanks to their vigilant watch standing, and technical skills which keeps this piece of equipment operational, we are more able to perform our mission.

The gunnery division works hard day in and day out keeping all of the weapons systems and small arms in good working order. They also provide training to our LE personnel on the proper and safe handling of the small arms that they carry. Without the GM's, LE personnel would not be equipped with the proper tools or knowledge to perform a safe boarding.

Many would call the LE team the tip of the spear. Through the use of the small boats and the helicopter, we are able to put our LE teams right where the action is. These past few weeks, we have put the



Deckies man the forecastle during anchor detail.

boat in the water dozens of times and thanks to the hard work of deck division personnel, these evolutions have all been safe and effective.

The success we have experienced in the past few weeks has truly been a team effort. As you can see, every member of weapons department had an important role to play. So, congratulations to MORGENTHAU and members of Weapons Department for a job well done.

-Submitted by ENS Trish Pronovost

The operations department treated everyone to a Hawaiian luau featuring roasted pig and coconut rice, and then the weapons department cooked up some pretty authentic Western night chow with Venison Chili, Elk Stew, and Cowboy cut rib eye steaks. Also important to note, almost all of our bread during the last three weeks has been made right in the galley. FS3 Noriega has done a spectacular job keeping up with everyone's need for sandwich bread to make PB&J.

-Submitted by CWO2 Tony Parker

SUPPLY DEPARTMENT NEWS

CWO2 TONY PARKER

Hello from the supply department. This is my last patrol on board the Morgenthau. I would like to thank everyone in the supply department for doing an outstanding job since I have been on board this past year and a half. I have learned a lot from each and every one of you and wish each of you the best in your Coast Guard Future.



CWO2 Tony Parker

This is also the last patrol for a couple of our shipmates from Supply Department. HSC Stanley moving on the Physician Assistance School, he would like to say that it has been a pleasure taking care of the crew of the Morgenthau. YN3 Garay is transferring to MLC PAC, FS2 Garcia is going to Sector Seattle, SK1 Buchholz to Airsta San Francisco, SK3 Wolfe, also will be moving on to Airsta San Francisco.

The HS Department has had a little more work with our 57 South American guests last week. No major complaints just mild dehydration. They are getting ready for our upcoming training in San Diego with plenty of medical drills and training. This patrol Medical and Morale came up with the Biggest Loser and Biggest Gainer contest. No it is not to see who can gain the most weight. The contest is to see who gains the most muscle mass or loses the most body fat percentage over the patrol. We have about 30 crewmembers trying to achieve wellness goals and a shot at 72hrs of extra liberty.

Since our last newsletter it's been business as usual in the Food Service division, and that means they have been busy. 18,748, that's how many individual meals have been served by the galley since the last newsletter. In addition to all those meals members of the Food Service division have taken part in flight quarters, migrant watches, detainee watches, drills, and general military training. Thankfully, once a week the crew gives all the cooks and mess cooks a much needed break.

LAW ENFORCEMENT:

It's been a very exciting week for Law Enforcement! And



MORGENTHAU's "Ace" Law Enforcement Team poses in the Photograph Readiness Posture (not to be confused with the Go-Fast Readiness Posture).

just in time too! We were getting restless after being underway for so long with no real bust. But I guess even the bad guys take a break for the holidays and business was slow. Lucky for us, and not so lucky for them, it picked back up again.

It all started with a migrant case. We came across a 40 ft. migrant vessel drifting at sea with 57 people on board. It was pretty packed on board their vessel and there was only a little food and water, so we brought all 57 on board for their safety. Turns out there were a mix of Peruvians and Ecuadorians on a boat that belongs to Ecuador. A boarding team went on board to determine the condition of the vessel. LTJG Van Echo (me), BMC Walper, MK2 Cabrera, BM2 Frazee, and GM2 Leon did a quick check then got off for a lunch break. ENS Cuevas, ET2 Nelson, BM3 Spicer, FN Riddle, and I got back on board to do a more thorough inspection. Besides some rice, trash, a rusty engine, and exposed electrical wires and batteries that would make any electrician squirm, the vessel was trashed. It was determined that it would be too dangerous to get the migrant boat underway. Our GM's were salivating at the chance to help send the vessel to the bottom of the ocean, but Ecuador said no. Instead, we wrapped the vessel "to go" in foil to make it reflect on radar better and painted it with red X's to let anyone else that comes along know it's broken down.

We were happy that we got to save 57 people but we were wondering if this would hurt our chances of getting a drug bust. Turns out the answer was no because the very next day we got the call to board a Costa Rican fishing vessel. OS2 Bingham, BMC Walper, BM3 Spicer, BM2 Frazee, MK2 Cabrera, ET2 Nelson, MK3 Costley, ENS Morris, and I did



The crew waits in anticipation of another tasty meal from our cooks.



BM2 Nate Fraze is having way too much fun demonstrating pressure points on LTJG Ernie Saponara during LE training.

Like I said, it was a busy week for everyone involved in LE. There were lots of long days and late nights, but smiling faces all around. Two cases down and more to come! Maybe next time (when I have a little more room) I'll tell you about the Go-Fast...

- Submitted by LTJG Kyra Van Echo

FEATURE:

It's a good thing we charged our batteries in Panama because all the action these last few weeks have left our heads still spinning. Like Captain has said, MORGENTHAU has been the queen on the chessboard of the Eastern Pacific. The first week after Panama, the queen made a lot of moves, following up some hot leads from the Joint Inter-Agency Task Force (JIATF...our intelligence friends). Burning fuel and cutting holes in the Eastern Pacific left us wondering when our next big bust would be, but we would have to wait a little bit longer.



The once calm waters of the Eastern Pacific start getting a little rough.

what we do best and went to check things out on board the vessel. And guess what! It was loaded with 102 bales (about 3 tons) of contraband in their fish hold! It was an easy bust that made for an easy boarding, but what to do with the vessel? The vessel as in good condition, for a Costa Rican drug smuggling "fishing" vessel, so we put a custody crew on board to safeguard all the contraband and started driving towards Costa Rica where the Costa Rican authorities would take control of the vessel.

BMC Walper, ENS Cuevas, LTJG Hall, and SN Clifton kept watch (played dominoes) overnight while the rest of us patiently waited. LTJG Escobedo and BM2 Fraze came with me in the morning to relieve the tired and hungry overnight crew. After trying to fish (no luck) and resisting the urge to hop in the crystal blue water (too many sharks) we got word that Costa Rica wanted the crewmembers, some of the contraband, and the vessel. We got the fishing vessel underway at a speedy 5 knots and headed to a rendezvous position. ENS Cuevas, ENS Colby, GM2 Leon, and SN Benson came on board to give us a break. Before being relieved of our drug smuggling vessel we had to say goodbye to our 57 passengers.

Newly qualified Underway OOD ENS Cuevas got to really test his ship-driving skills as he brought the fishing vessel alongside and tied it off to the side of Morgenthau. The rest of the crew helped offload all 102 bales to keep them locked in a safe place. That's when MK2 Cabrera, ET2 Nelson, FN Riddle, SN Clifton, and I got back on board as the night crew to drive it into Costa Rica. We raced Morgenthau to their anchorage, but they left us in the dust. We showed ENS Cuevas and his rookie crew how to bring a drug boat alongside and moored it to the Morgenthau where we waited for the Costa Rican authorities to take custody.

One lead had us steaming up to the Northern Eastern Pacific...as much sense as that makes...well we went North and the only thing we found for a little while were rough seas. We ended up racing away to assist the USS McInerney involved in an ongoing counter-drug operation. We arrived on scene a little too late as our navy friends were already on scene with the suspect vessel. They may have taken the drug bust, but they could not take away the strong winds that night which attacked MORGENTHAU with 50+ knot gusts. Needless to say the crew didn't catch very much sleep that night.

After plowing through the seas of the Eastern Pacific on turbines, MORGENTHAU began to get thirsty. In order to stay out in the action longer we met up with a British refueling ship, the Wave Ruler for some underway replenishment (UNREP). Fueling a large cutter while underway may seem like a complicated evolution- some would say that UNREP is almost as difficult as finding the keys to the Sea Chest (by the way, ENS Cuevas is still looking, we'll let you know if he finds them). Picture MORGENTHAU maintaining a course 30 yards from an enormous naval vessel for hours in some formidable seas. But just like a P-100 pump inline with a

Perijet educator, when the Morg's crew works together we become an unstoppable force.



GM2 Kinker takes aim...

GM2 Kinker likes to shoot things- I could stop there and move onto the next topic, but...he did get his wish. When the British muskets could not launch their messenger line between the two decks we needed to rely on some good old American firepower. GM3 took aim at the British Warship and

with GMC Jacobs screaming- "Don't fire until you can see the whites in their eyes!" he hit his mark with a shot that would have made Paul Revere proud.

And last but certainly not least is our Master Helmsman SN Derek Williams whose steady hand kept us on course when every degree mattered. Derek stared at the gyro and rudder-angle-indicator for almost four hours without even blinking because if he did, we might have been sharing a little more than just fuel with our British friends. Meanwhile BM3 Matthew McCullough sits in a four hour trance in aft steering watching the rudder-posts go back and fourth, he was found days later still down there, quivering in the corner with a thumb in his mouth, and hasn't been the same since.

And those crazy aviators had the best view of the UNREP...from the other ship! They flew over there that morning. And after landing on the Wave Ruler's roomy flight deck, they were greeted by a tie-down crew that looked more like a dangerous gang of English Rapsallions. And it turns out that the ship was full of old salty and scurvy sailors. But despite being sailors who looked like they could have served

on tri-masted gallants of the eighteen hundreds, this ship which was only a few years old was spick and span and wired with the latest and greatest technology. Featuring completely



BM3 Brian MacDonald observes approach to Wave Ruler from gun deck.

automated engine room controls, ladderwells you could eat off of- and as if that wasn't enough, after a long day of underway replenishment you can stop by one of the ship's bars for...even more underway replenishment! I suspect we will see some requests to train with the Queen's Royal Navy in the near future.

Our Aviation Friends have gotten in on a little bit of the action these last few weeks...they have helped take down two fishing vessels, one loaded with migrants and another with drugs, as well as a go fast full of drugs, but their most elusive target until recently was the Galapagan Swallow-Tailed Seagull. These birds normally can only be spotted on the Galapagos Islands, but now can be seen in pieces on our flight deck. That's right; our aviators have taken Airborne Use of Force to a new level using a new cutter based tactic to protect MORGENTHAU from incoming airborne threats. On an otherwise uneventful day, our Helicopter was seconds away from taking off on a patrol when the bird made a beeline directly into the helicopters spinning blades. Witnesses on the flight deck Helicopter Tie-Down team claim they heard the



bird say “Hey man watch this” to the other birds moments before this deadly feat. The result was an explosion of feathers in the air followed by oooo’s and awww’s from the tie-down crew, and a “Holy bat crap batman!- I can’t believe that just happened!” from newly qualified Landing Signal Officer, ENS Nolan Cuevas, while standing one of his first solo watches. As our Fire Control Officer (FCO), ENS Cuevas will tell you- normally the Close In Weapons System (CIWS) would protect us from aerial attacks, but it is good to know that just in case, for some reason, the CIWS doesn’t work we could use the HITRON Helicopter in an emergency.

Now with Fantasy Football and the Forty-Niners out of the picture until next year, our exquisite Moral Officer, ENS “The Chad” Conrad has spent oodles of time taking moral to new uncharted levels. Turning our “White needle of death” into “378 feet of fun” can be a difficult task, which is why we sometimes need to think outside the box...I mean who would have ever thought that trash sorting could be turned into a moral event? Our moral committee scientists have determined (after much research), that trash sorting and fun have an inverse relationship. However being the childish people that we all are at heart, we do get some enjoyment from seeing others sort trash, just so long as it is not us...yes an unfortunate fact, but such is human nature and no one on Morgenthau is safe from a little good natured prodding. Indeed, trash sorting is the new scullery and if you buy your tickets now you may be able to see your shipmate of choice up to their knees in rubbish as we head into San Diego later in the patrol. It’s a dirty job, but somebody’s got to do it...just not me...I’ve got my fingers crossed that the Deckies take out Chief Walper in the final round, just leave ENS Morris alone for now- I don’t want to end up separating thousands of empty Rockstar cans from half-eaten corn dogs.

Saturday moral nights have continued to be a big hit with the crew. Operations department hosted Hawaiian night and pulled out all the stops grilling two whole pigs on the fantail. As fate would have it, the night we grilled the pigs was the roughest night encountered thus far this patrol. The pigs squealed in joy at the sight of turbulent seas thinking that they had bought them some more time in their cryogenically frozen state, but their premature celebration was cut short by the jerry rigging skills of EMO (we can now add jerry



I call this one- “The Chad in the headlights”



Normally when OPS gets that crazy look in his eye its time to come up on turbines & set the Go-Fast Bill...this time he's just got a knife. GET BACK!

rigging to EMO’s growing list of computer hacking and nun-chuck skills) who was able to lash down the grill, preventing King Neptune from snatching them from our hungry grasps. Sixteen hours later our juicy friends emerged from the fiery grill only to be subjected to the knife wielding LT Michael Fisher and Chief Ken Torquato. While the pig’s moral was not very high, that of our carnivorous crew was.

Weapons department put on a great western night featuring some huge stakes grilled up by ENS Nolan Cuevas, ET3 Josh Thomas, ET3 Anthony McGrath and I do mean huge, they were big enough to choke Paul Bunyan’s blue ox. Western night was also NASCAR night for the Coast Guard’s next Master Chief...Senior Chief Eric Engle who looked like he was ready to go for the Daytona 500.



Steaks on the fantail MORG style.



No, these guys aren't detainees...IT3 Michael Popo (left) and CWO2 Tony Parker standing detainee watch on the gun deck.



Now with 'Derilict' painted on the side & reflective tape, this vessel is no longer a hazard to navigation.



As we approached the number of migrants onboard seemed to multiply.



Women and Children first, the passengers of the Intrepid were moved to the safety of our small boat.

In our quest to rid the seas of drug smugglers, pirates, and aquatic ninjas, we sometimes come across the unexpected. During one of our surface patrols, our aviators discovered the fishing vessel Intrepid, overflowing with migrants. We were

shocked to find that there was a total of 57 migrants from Ecuador and Peru onboard a small fishing vessel meant for a crew of four or five people. We would not be going out on a limb to say that an unstable vessel in such poor shape, would not have lasted much longer out there. Indeed they

were stuck between a rock and a hard place and were lucky that MORGENTHAU was there to save the day. The migrants looked overjoyed as we provided them with food, water, and shelter, and they were very relieved once assured that GM2 Leon although he may look scary, did not get as big as he is by eating migrants.

To leave no doubt in anyone's mind that the vessel was condemned and un-seaworthy we attached a radar reflector built on the fly by our DC's, wrapped the superstructure in tin foil, and painted the word DERELICT all over.

Since our last newsletter we've had not one, but two major drug busts. The first occurred thanks to some good intel, our exceptional aviators, and the quick response of our crew and boarding teams. A little bird told CIC that there was trouble brewing just a turbine run away from our current position. Quicker than a hiccup we responded. With tears in his eyes, the Executive Officer threw away his Plan Of the Day (for what he thought would be the last time this patrol) and we fired up the turbines.

We can't show you images of the fishing vessel we seized because it's an ongoing case, but here's an artists rendition of the vessel. But wait! What's with the six foot tall one-woman SWAT team? The goofy redhead getting sun burnt on the bow? And that angry looking fellow on the helm with the sideburns? It's not the original crew of the vessel, they earned themselves a spot on Morgenthau's gun deck (detained...but no more then the rest of us after 25 straight days underway). Instead the vessel is being manned by our prize crew (LTJG



Artist's Rendition of seized fishing vessel and Prize Crew

Van Echo, ENS Colby, & ENS Cuevas) who took control after

into the sunset, and throughout the night. At 0500 the next



Morg's helo and small boat race towards a vessel loaded with cocaine...it doesn't get any more exciting than this ladies and gentlemen.

we seized it from the bad guys. Congratulations to LTJG Kyra Van Echo and ENS Nolan Cuevas on their first command afloat- who would have thought that it would be a fishing vessel loaded with 102 bales of cocaine! They made the best of the Coast Guard's newest patrol boat, and even did an impromptu man overboard drill when their cooler fell off the fantail. FN Kyle Riddle also attempted to catch some fish, but was unable to due to the lack of fishing gear on this "fishing" vessel. And SN Wayne Benson couldn't catch a break, it was business as usual on the helm "left 15 degrees rudder aye!" But our new toy was soon to be decommissioned as she steamed into Costa Rica on a standard bell (five knots) to be turned over to their authorities.

And then in an unexpected twist of fate, just hours before pulling into El Salvador to fuel we got some hot intel that even more treachery was afoot in the Eastern Pacific, can you believe that, the bad guys just don't know when to give up! So the Executive Officer crumpled up another Plan of the Day throwing it at OPS in anger, and we rode on turbines all day,



Holy mackerel sapphire! Look at all those Dolphins!

morning, setting flight quarters and the Go Fast Response Bill woke everyone up a little early the following morning...well everyone except the Connect Four Officer (CON4O) LTJG Ernie Saponara who was still up playing 'Connect 4' from the previous night, all his opponents had left hours ago, and he was playing by himself at this point but fortunately the good LTJG is easily entertained...would you be surprised if I told you that he's a future aviator?

Like clockwork, we launched the helicopter, arrived on scene, and deployed the small boat and boarding team before the go-fast vessel could react. Next was the all-familiar ritual of loading the drugs from the go-fast into a secured space on MORGENTHAU. Bales of cocaine are heavy, and everyone helped as we on-loaded 72 more bales of drugs worth millions and millions of dollars.

Looks like MORGENTHAU will be able to stick on a couple more snowflakes on her hull to represent two more drug busts! (Now totaling four this patrol) Speaking of which, congratulations again to the pilots who get to put another Sea Gull sticker on their helicopter. And as a matter of clarification: MORGENTHAU did not Respond to a Search and Rescue case every Sunday...although our track lines suggest otherwise we weren't running a search pattern at all, we were just trying to get good reception for the Pats Game. But much to Captain's dismay no matter how hard we tried we couldn't find the signal showing the Pats beating the Colts in the fourth quarter. Believe me, nothing is more stressful than driving the ship during a playoff game- one moment everything is fine...but get on a bad course and lose the satellite signal and find yourself quickly underneath the spinning wheels of the proverbial bus wishing you could be a cadet again thriving in your imaginary world, sheltered from this scary thing some warrant officers refer to as reality.

And so closes another chapter in the story of USCGC MORGENTHAU's adventures on the high seas. Thanks for reading and stay tuned for next time, for who knows what tomorrow will hold.

-Submitted by ENS Chris Morris





CREW RECOGNITION:

- OS2 Dustin Bingham qualified Boarding Officer
- SN Daniel Brown received a Good Conduct Award
- FN Kevin Clark qualified as Generator Watchstander
- ENS Chad Conrad qualified as Officer Of the Deck
- ENS Nolan Cuevas qualified as Officer Of the Deck (OOD)
- ET2 Mark Edillion celebrated a birthday on January 21st
- MK3 Brian Gogo qualified as Auxiliary Watchstander
- FN Joshua Greer certified as Auxiliary Watchstander
- FN Jason Gregg qualified as Boat Engineer
- SN Martin Hampton advanced to Seaman
- FN Charles Jeter qualified as Boat Engineer
- FN Byron Knepp qualified as Auxiliary Watchstander
- EM1 Michael Raffino qualified as Auxiliary Watchstander
- EM3 Sam Russell qualified as Auxiliary Watchstander
- SN Richie Pilozo celebrated a birthday on January 20th
- SN Matthew Schroder celebrated a birthday on January 21st
- SN Travis Webb celebrated a birthday on January 14th

SHOUTS-OUT FROM OUR CREW:



- OS2 Dustin Bingham sends: "Hey Megan, Rachel, Lauren, and Michael, just wanted to say thanks for all your support. The pics, emails and of course the OREO's. I keep saving them for a special occasion. I look forward to seeing yall at the pier. Love yall."
- OS2 Dustin Bingham sends: "Well everyone, WE GOT ONE. Things are winding down and we will be home before you know it. Mom, we got the plane tickets and Angela, Romeo and I could use a pick up, would ya mind? Yall take care, thanks for the prayers and I will talk to yall soon"
- MK2 Eduardo Cabrera sends: "Hello Beautiful, Bubba, Monkey I LOVE you guys and I cant wait to get home to see you. Tell Simba I say hi, I miss you all!!!"
- MK1 Mark Childers sends: "Hello everyone, hope you are all doing well. Carly, Happy 7th birthday. Mark "T", hope you have a Happy 18th birthday. Sheri, hang in there love. I will be home soon. You are doing so very well considering the situations you have been placed in. I love you very much, Mark"



- ENS Rick Colby Sends: "Happy 50th birthday Dad! Remember, old age isn't so bad when you consider the alternative. HA. Congratulations. I hope I am still doing as well as you are when I am your age. To everyone else, hopefully I will talk to you soon. Take Care."
 - SN Josh Dalton sends: "Well guys we are almost at the end. I am hoping to be off here soon. I hope you all know how much I miss you all. Jordan I hear you have a new boys room in the basement. Cant wait to see that buddy, and Brooke I hear you're in between on which college to go to. Either or, I am proud of you. Mom and Dad hope all is going well. I miss you guys a lot. And Taylor we are ending this time apart for good finally. I couldn't be any happier about that. Can't wait to be there with you sweetie. But I love you guys. Hope all is well. Talk to you soon."
 - MKCS Eric Engle sends: "Hi girls! I miss you very much and will see you both very soon. Maybe you two can help me spend my payraise when I come home! Talk to you soon! Love you-"
 - ET2 Scott Finstad sends: "Hello Everyone, my last patrol is almost over. I can't wait to get home to have some fine MT cookin'. I hope to see everyone soon. Dad, we may be lookin for some tigers, so you, natalie, and Eric need to start thinking about it. I'll talk to you when we get homebound!"
 - ET2 Scott Finstad sends: "I am the grand 1337zor tachickapoo phoenix"
 - YN3 Jessika Garay sends: "Para mi raza, estoy afortunada en tenerlos en mi vida. Decir gracias es muy fácil..lo difícil es expresar la gratitud tan profunda que tengo por ustedes. Gracias por el apoyo e consejos que me han dado. Los quiero a todos como mi segunda familia. En mi siempre encontraran una amiga. Espero que estas sencillas palabras demuestren mi agradecimiento. Sinceramente la Salvadoreña. Calmate!!"
 - OS1 Michael Guerrero sends: "Hey Shar I hope that you and Chubby are doing just fine. We are almost home so hang in there. I miss you very much and can't wait to be home. Talk to you soon. Love you!"
 - OS2 Hawkins sends: "To the Tucson Crew: I can't believe you've seen snow in your back yard! I enjoy all the great little tid bit e-mails; Hugs and kisses to my Grams and aunt and uncle!! To the Oregon Crew: Seems like you are all busy and taking great trips and enjoying some family time, you're always on mind. Jared, I was wondering if you're still using your electric toothbrush like I use!?! ~ miss you ALL, HUMONGOUS BEAR HUGS!! Rebecca: Colorado slopes, HERE WE COME, we are gonna have a blast!
- Mom and Dad, I CAN'T wait to see you, we're gonna have a great time together, as always! Thanks everyone to all the behind the scenes support, you mean the world to me! LOVE, ~K~"
- OS3 Kyle Kelsey sends: "Mom, Dad, Ryan... almost home. I love you all."
 - OS3 Kyle Kelsey sends: "Stacey... I miss you hun."
 - OS3 Kyle Kelsey sends: "Rich... I'll call you when most expected and least desired."
 - OS3 Chris Kiener sends: "Hey babygirl, I miss you and love you so much. Just a few short weeks and we will be together again. All my love."
 - OS3 Chris Kiener sends: "Hi Family I love and miss you guys. GOD bless."
 - FN Mike Lowe sends: "Hey babe I miss you so much and we will be together soon enough."
 - BM3 Matthew McCullough sends: "Hello everyone, well like I have said numerous times in my emails, there isn't much going on here. I miss you all and cant wait to get home. Briana, I love you and cant wait until I get off of this boat so that we can finally get married. I am still hoping for bodega and I will hopefully find out where I'm going in March. I Miss you so baby and can't wait to get home to see you. Mom and dad: I hope you guys are doing well, keep up with the workout routine and mom don't get to stressed about your new job, you'll get used to it. Grandma, I love you too, and I cant wait to come up and see everyone in Oregon, I need to make it up there to see little bobby and





his kid, and we can all go out to dinner or something since I really want to eat something different from this boat food. Well I love you all and can't wait to see everyone when I get home."

- BM1 Sean McMullen sends: "Elissa, Happy Birthday sweetheart, I am glad I got to call you on your birthday I hope you had fun at Mrs. Annana's house. To all my girls, Daddy can't wait to be home, I will see you girls in S.D."
- FSCS James O'Brien sends: "Dad, thanks for the venison and elk meat. The crew really enjoyed western night. Hope everyone is doing well, February 1st is the big day, wish you could all be here with me for the promotion. I could never have made it this far without the love and support of my family and friends. Miss you my love, give Kiera a big hug from me. See you all in another month."
- CWO2 Anthony Parker sends: "Hello Denise, Amanda, Ricky- Love you all and I will be home soon"
- CWO2 Anthony Parker sends: "Mom, Hello and How are you doing?"
- LTJG Erin Pigors sends: "Hello there old folks. Hope all is well back home, and the critters are not too annoying. Tell Munchkin I hope her classes are going well and give Amy a hug for me. C: I hope all is going well, and that you are doing good. Hopefully time will go fast this time, and I hope to see you soon."
- BM1 Juan Plata sends: "I miss + luv both of the women in my life. And my furry son bumps too! The alpha male will be home soon boy.. Babe warm up my fishing pole, Make sure that the cat drinks some of the anti freeze I left in his bowl..."
- ET2 Chris Prior sends: "Hello to my girls. Anneke, Celeste, and Alyssa I miss you and will see you soon."
- OS3 Joshua Quinley sends: "Hey Ma, Pa, Sis, Mawmaw, Pawpaw, Trish & Wayne: Hope all is good. All is good out here. Coming on the tail end of this one. Be talking to you soon, and hopefully seeing you soon. Love Always, Joshua."
- FA Kyle Riddle sends: "Hey guys, the patrol is winding down and we'll be on our way to San Diego shortly after we leave Guatemala. I can't wait to get back home and see everyone. I'll be off to school soon, so I will be a lot closer to home. Thanks for all your emails this patrol, the support helps more than you think. I love you all and GO COLTS!!!! SUUUUUPEEEEEERRRRRRBOOOOOOOOOWL!!!!"
- FN Clarence Rivera sends: "Wassup to everyone back home. Really miss you guys. Hope you are doing fine. Keep on sending me e-mails. I enjoy reading them. Good luck with the Fitness Challenge. Let's grind some chicken katsu and tank some bubble tea when I come back. Hope to see you guys soon. To the kids: keep my room clean and don't break anything!!!"
- MK2 Mike Ryan sends: "Hey babe. I love and miss you very much. I can't wait to get home and be together. Thank you for all the support over the past few years. If it wasn't for you I wouldn't be able to do this by myself. You mean the world to me. Tell the kids that I love and miss them very much to and that daddy will be home soon. Hello mom and dad. Hope all is well. Tell everyone else hi for me. I love and miss you guys. Dan and mom thank you for watching over my family while I'm gone it means a lot to me. Thank you and I love you. Tell everyone hi for me. I'm doing fine and can't wait to get home. I can't wait to sit around the campfire and relax."

- LTJG Ernie Saponara sends: “Only a few more days Stephany. I can't wait to see you again and hold you in my arms. I miss and love you so very much. Good luck on your GMAT exam. You will do fine sweetheart. It will all be over soon and I will be home to make your laugh and enjoy life a little more. Mom, keep up the good work writing those grants. Keep the hounds happy and stop feeding fatso and fatty fatty fat fat cheese burgers! I look forward to walking the hounds with you when I get to San Diego. Take care of yourself and stay out of trouble. Mark, how is the new career treating you? I hope all is well and you are enjoying yourself. Stephany and I are looking forward to hanging out with you when I get back.”
- YN3 Smith Sends: “Baby I am sorry I did not e-mail the other day and I hope you can forgive me. I am always thinking of you, I am always missing you and I will always now and forever love you. Mom, Celina, Rach, Jay, Danny and girls: I love you all and I will be home to see you soon.”
- SN Tyler Smith sends: “Hey I'm doing good, I've seen so much. I love you all and will see yall soon. I love you Justine.”
- HSC Bill Stanley sends: “Well the end of the patrol is coming up soon. I can not wait to see everyone in March. Denise, I love you more everyday. Madison and Alex, Daddy can not wait to hold you guys and spoil you rotten. May God continue to bless us all!!”
- SN Paul Turner sends: “Hey everyone I miss you all so much. I have seen and learned a lot on this patrol, I will let you know all about it when I see you again. I'm looking

forward to being with all of you again in March. I love you mom and dad and sis's, Paul”

- SNFS Whitney White sends: “Hey Ma, Joe Mang, and Mo. Doing ok, getting better. One day at a time. I love you all, I miss you badly, and I can't wait to come home. Scruggles to the pests, and say hi to Jen, Rolo, Ward, and everybody next door. Tell the Rocky folks to e-mail me, dammit! Lots of love, and I'll see you soon. Junebug”
- SN Derek Williams sends: “Hey everyone. I love and miss you. I'll see you soon.”

WE'LL SEE YOU ALL SOON...

We'll be safe out here on the high seas – you be safe too at home, and thank you for your support, e-mails and care packages! We're thinking of you all the time.

Best regards,

The Officers, Chiefs and Crew of
USCGC MORGENTHAU (WHEC 722)
“Decus Pacifici – Pride of the Pacific”

Visit us at: <http://www.uscg.mil/pacarea/MORGENTHAU>

