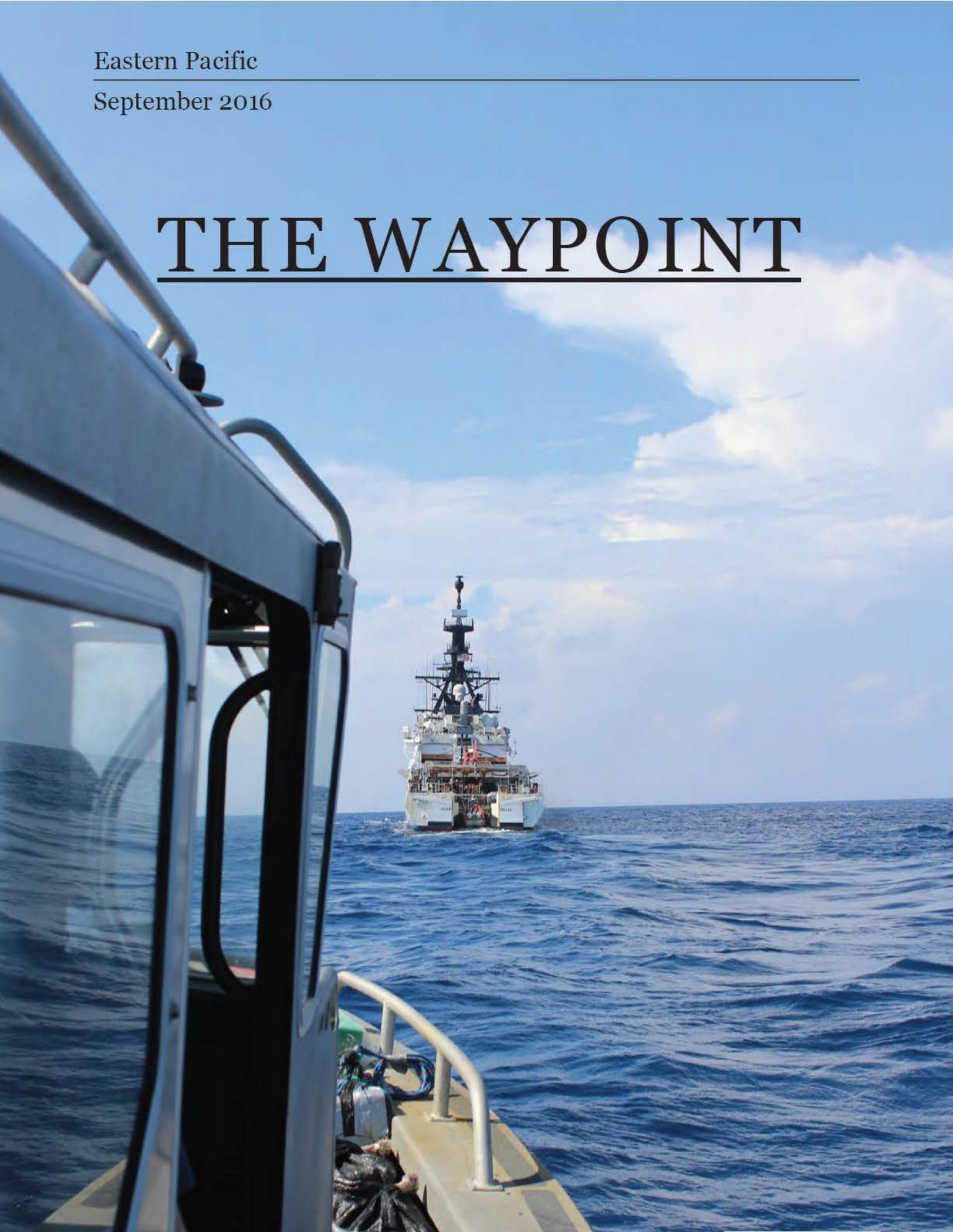


Eastern Pacific

September 2016

THE WAYPOINT



Captain's Corner

By Captain Jim Passarelli
Commanding Officer



Ahoy WAESCHE families!

It's been about a month since my last update and boy have we been busy! Since our arrival in our patrol area, we have had tremendous successes. I only wish I could give you some details of exactly what we've been up to. Let me just say that your loved ones aboard WAESCHE are having a tremendous impact on keeping America's streets safer. At times we've been so busy, that we can't even run the drills and exercises we have planned because they are interrupted by operations. And that's a good thing!

Amidst all this fast pace, the crew is working tremendously hard to keep WAESCHE in top shape. Though she is only 8 years old, WAESCHE is a very demanding and fickle creature. These National Security Cutters are incredibly sophisticated and are engineered with an infinite amount of safety interlocks and electrical systems where you would otherwise not expect them. For example, we had an issue where two sides of our main engine reduction gears (the gears that connect our engines to our propellers) didn't want to 'talk' to each other through their electrical control circuits. EMC Benally and his team of Electricians worked incredibly hard to identify and repair the issue to keep us operational.

On the operations side, our team of Boatswain's Mates have been doing an incredible job driving our interceptor boats in the large Pacific Ocean ground swells, in the dark of night, far from the cutter and amidst violent squalls. I could go on and on, as these are just a couple of examples of how Team WAESCHE is getting the job done despite challenging conditions.

So far, we've seen Puerto Chiapas, Mexico and Golfito, Costa Rica as patrol breaks. Each port offers its own unique experiences. Above all, these ports provided us with much-needed rest and re-provisioning. You can expect more great things from your loved ones aboard WAESCHE in the coming weeks. Fair winds and following seas...

CAPT Passarelli

A Word from the Command Senior Chief



We are almost at the halfway point of the patrol and we have been fairly successful so far. We have done a great job with our mission, staying very busy. Many of our newly reported members are getting qualified and becoming more comfortable with their jobs onboard. With our second port call behind us we look forward to hitting our stride as we finish our patrol and head to Tailored Ship's Training Availability (TSTA).

These next couple of weeks are going to be busy as we work to find a balance between operations at all hours of the day and night and preparing for TSTA. All hands are actively working on damage control training and becoming comfortable in their watch stations. We have more drills to complete so we are prepared as a crew. We have had two successful port calls where community relations projects were completed and the crew got some very well deserved time off.

I would like to say thank you to those of you at home that reached out and assisted when a crewmember had a fire in their home. It is great to see the Ombudsman team coordinate and execute all of the assistance that they were able to perform. If anyone needs to get a hold of me, please feel free to email me at Daniel.p.bolen@uscg.mil. Thank you all for your support of our Coast Guardsmen and women. Believe me, it makes us being gone from home a little bit easier.

Sailor of the Month

Congratulations to FS3 Justin Scott on being selected as the August Sailor of the Month. Bravo Zulu!



"Congratulations on being selected as the Sailor of the Month for August 2016 by the First Class Petty Officer Association!

During this month, you have surpassed expectations by demonstrating exceptional dedication to GC WAESCHE and her crew. You took the lead in organizing and preserving the entire contents of shipboard reefers when it was necessary to transfer them to CONNEX reefers on the pier because of unexpected repairs to the refrigerant lines. Prior to returning the reefers on the pier, you sacrificed liberty time to ensure they were in meticulous order so the cutter was not charged a cleaning fee. During WAESCHE's inport period, you rose to the challenge and volunteered to perform the duties of the Jack of the Dust, a responsibility normally held by an E6 and above. Your performance as Jack of the Dust was notable by the extended hours you put in ensuring the organization and cleanliness of the shipboard reefers and dry stores. Your dedication continued while supporting the Food Service Officer, assisting with administration and spending down time in assisting the duty cooks with galley responsibilities. Throughout this month you constantly performed above your pay grade, rarely needed guidance and your work ethic and attitude were both phenomenal. Most importantly you accomplished all assigned tasking with an attitude that exemplified the finest traditions of military customs and courtesies. Your professionalism and adherence to the Coast Guard's core values of honor, respect and devotion to duty set the standard of a ship mate. "

-J. A. Passarelli, CAPT
CO, CGC WAESCHE

Advancements



DC1 Justin Critcher has his new crowns pinned on by MK1 Jimmy DiCanio (left) and DCC John Travis (right).



MK1 Adam Acosta (TDY from CGC BERTHOLF) receives his first-class crowns.



Congratulations to (now) BM2 Daniel Russo, pictured with CAPT Jim Passarelli.

Operations Department



While standing a taut watch, OS3 Jacques Pierre spotted a go-fast vessel. His detection and continued tracking of the vessel throughout the chase allowed CGC WAESCHE's small boats to catch the vessel and board it. Above, his effort is recognized by CAPT Passarelli during Quarters.



Members of Deck Division received recognition during Quarters for the vast amount of work they accomplished during the inport period. In less than six weeks, the team ensured that CGC WAESCHE and its three small boats would be completely mission capable, ready for the Command Assessment of Readiness for Training (CART), and pristine for the cutter's Change of Command as well as the Coast Guard's Pacific Area Change of Command.



Clockwise from top left: BM3 Harrison Rabalais, BM3 Brian Aires, BM2 Voegtlin, and SN Tockey examine one of the small boats before its launch.

Engineering Department



MKC Christopher Lindstrom (left) inspects a generator during Basic Engineering Casualty Control Exercises (BECCEs) as DC3 Elizabeth Scarborough (center) monitors his actions. BECCEs test the abilities of engineering watchstanders to recognize and respond to machinery casualties and is a key part of the qualifying process.



From left to right: MK1 Michael Johnson, MK2 Ariel Reyes, and EM2 Emiliano Navor handle a fire hose during DC Olympics, an activity that pitted teams against each other as a way to practice damage control skills. MK1, MK2, and EM2 were part of the Engineering team, which unsurprisingly won the day's events.



MK1 Steven Ingram and MKC Kurt Gunckel take a break from the machinery spaces to enjoy some fresh air and sunlight.



DC3 Micah Miller leads a damage control class. All members of the crew are required to be qualified in both basic and advanced damage control. In this picture, DC3 is explaining how to measure wood for shoring, which is used to support the ship if parts of it become structurally weakened.

Combat Systems Department



Members of the Combat Systems department participate in a gunnery exercise (GUNEX) using one of the .50 caliber guns onboard. Weapons training, and the maintenance of guns and ammunition is overseen by the Gunners-Mate division.



The Combat Systems Department, led by Lieutenant Jay Rudometkin (center) meet following quarters to discuss upcoming events. Some people are definitely more excited than others.



The ETs are recognized by the CO (left) for their hard work during the inport period. Left to right: ET1 Rodger Springsteen, ET1 Cordell Benner, ET1 Jose Ortiz, and ET3 Michael Strahlendorf. Thank you for all your hard work and extra time spent to make this patrol successful!

Support Department



From left to right: FS3 Christopher Lori, FS3 Justin Scott, FS1 Isaac Evans, FSC Hipolito Sharon, FS1 Jason Ester, and FS3 Grigorii Faizirakhmanov are all members of the Food Services Division, and are responsible for keeping the crew fueled every single day.



SKC Erik Agueros (rights) points out parts of the ship to newly-reported SK3 Eric Moe,



Taking a rare break from her heavy workload in the Ship's Office, YN1 Michael Snyder (right) displays a broad smile during training, along with EM2 Emiliano Navor,

Taking Flight: An LSO's Perspective

By ENS Ellie Wu

The flight deck is my oasis when we are out at sea. As a Landing Signal Officer (LSO), I am responsible for the safety of flight deck personnel, the flight deck, and the helicopter during flight operations. I get to stand out on the flight deck facing the helicopter as the pilots go through their pre-takeoff checklist. As they get the engines started, I get to watch the helicopter's rotor blades start to spin.

The start-up of the blades always reminds me of how patrols go. Initially, when the blades start spinning, it is possible to see each and every blade. On patrols, we start slow since it's typically been a while since we operated last, and then we start executing our missions, interdicting vessels, sometimes several in a week. Then the days start speeding up like the rotors blades; they start to blur together and it's hard to tell apart one day from another.

Once up to full speed, the whirling sound of the rotor blades provides a calming moment on the flight deck for me. It is a momentary stillness amongst a lifestyle that is constantly moving.



I watch as the pilots go through all the other equipment checks, giving them a little wave and a smile when they check their camera system. Then the pilots complete their checklist, give a signal, and the calmness gets replaced by a rush.

I call over the radio for flight deck members and four people come out from the hangar and situate themselves, two on either side of the helicopter.

As an LSO, it is a thrilling experience directing people underneath the rotor blades as they take off the straps that keep the helicopter attached to the flight deck. They are my shipmates going back and forth on the flight deck and my job becomes so important—it's my job to watch out for their safety.

After removing the straps, the team goes back to the hangar. When everyone is back in the hangar, it is just me and the helicopter crew and we have the same goal in mind, to get the helicopter up in the sky to provide us extra eyes.

Just like the WAESCHE is safer in port, the helicopter is safer on the flight deck, but that's not what they're built for.

Photo : ENS Wu prepares for the arrival of a helicopter after ensuring the flight deck is clear. Photo by MK3 Rachel Robbins.



Left: Four crew members secure the helicopter to the deck. The four, also known as "Tie-downs," have one of the most dangerous flight operation jobs, because they must put on or take away the straps holding the helicopter to the deck while the blades are moving.

Operation Turtle Rescue



By SN Selina Mann

Maritime Safety, Stewardship, and Security are the three different categories of the Coast Guard's 11 missions. However, Maritime Safety through Search and Rescue and Security through law enforcement operations are depicted most often. Many do not realize that along with the hustle and bustle of drug interdictions and law enforcement boardings, the Coast Guard plays a vital role in environmental preservation.

Recently, CGC WAESCHE took a break from law enforcement operations to carry out Maritime Stewardship. WAESCHE was involved in the successful rescue of a sea turtle in distress, tangled in an improperly disposed of fishing net.

Franklin (as named by the rescue crew: BM2 Jessica Achterberg, MK2 Ariel Reyes, BM3 Harrison Rabalais, and SN Selina Mann) was discovered with minor injuries to his front left fin. We were able to untangle the net and cut his fin free using a knife without causing further damage to the area. Thankfully, he was able to swim off with no problems.

Personally, this small but significant operation was a pivotal event. I am a Seaman/ non-rate onboard CGC WAESCHE. I have been attached to the cutter for 17 months and am currently waiting on the MST A-School list (Marine Science Technician). Having an opportunity to do some of the work that I aspire to do once rated was extremely rewarding.



Top: MK2 Ariel Reyes and SN Selina Mann carefully cut the fishing net off the turtle's fin.

Middle: "Franklin" the sea turtle, looks thrilled to be onboard a small boat.

Bottom: MK2 Reyes slides "Franklin" back into the sea while SN Mann acts as a safety spotter.

Photography by BM2 Jessica Achterberg.

After Hours

One of the great parts about being underway is being able to spend 24/7 working (just kidding). Even with the long hours and unplanned operations, the crew manages to find some forms of entertainment.



According to the CO, ITC Edward Clark (left) and ENS Tim Hulse (right) look like twins with their patrol mustaches. We're not completely convinced.



OS2 Lawrence Sasaki exploring Tapachula, Mexico.



From left to right: ENS Ellie Wu, YN3 Kaitlyn Stewart, and BM3 Jorge Rivera lead weekly bingo night. BM3 Rivera looks particularly entranced.



No swim call? No problem. BM3 Jacob Wells finds his own way to cool down.



ME3 Samuel Coronado (right) and MK3 Ryan Dyal (center) are all smiles and grins as they relax on the messdeck, while BM2 Erik Voegtlin looks on.



Every Saturday night, a different section of the crew takes over for the cooks and prepares dinner for the crew. From the Chief's Mess, OSCS Jared Friedman Torres (left), SKC Erik Agueros (center), and FSC Hipolito Sharon pause from cooking pizza and wings for a photo op.



En route to Tapachula, Mexico for some much-deserved liberty. Left to right: IS1 Tyler Housman, ENS Kari Stolin, MK1 Adam Acosta, EM2 Emiliano Navar, OS3C Collin White, DC1 Justin Critcher, FN Jennifer Robinson, and ME3 Samuel Coronado.

COMREL: Tapachula, Mexico



26 members of the crew participated in a community relations (COMREL) event by volunteering more than five hours during personal liberty to assist Desarrollo Integral de la Familia (DIF) Tapachula, a facility dedicated to providing social assistance by focusing on strengthening and developing the welfare of Mexican families receiving treatment from nearby hospitals. The team re-painted the exterior of a housing facility and three of the bathrooms, installed three electrical ceiling fans, repaired and installed mosquito nets on the windows, and cleaned around the facility. The volunteer effort allowed the severely undermanned staff to focus on the patients, and strengthened relations between the community of Tapachula and the United States Coast Guard.



GM3 William Headings "brushes up" on his painting skills.



ENS Kari Sjolín is extra-prepared to paint. With a height of 5'2", the roller came in handy.



OS3 Collin White and ME3 Samuel Coronado cheerfully tackle the paint project.

From Our Ombudsman

Greetings from the ombudsman team!

We hope that everyone is doing well and avoiding the deployment blues. We are aware that as we quickly approach the middle of the patrol this is usually when stress is at an all time high for both the crew and family members at home. Most of us are juggling many different things, while trying to tackle the never-ending to-do list, and by now Murphy's Law is usually in full effect. Trying to deal with all of the issues that often arise when the boat is gone can become very stressful. Therefore, we would like to share some healthy ways to cope with stress.

Everyone handles stressful situations differently, but taking time out for you is one of the best ways to reduce stress. Use that time to read a book, catch up on your favorite television show, work on a hobby, or just enjoy some peace and quiet. Meditation, exercise, yoga listening to music, and even getting a good night's sleep are all things that can be done to help manage your stress levels.

Reaching out to other people can also be a great way to reduce stress. Try to connect with other families in the unit because they understand the demands of boat life and they often make a great support system.

There are also Coast Guard resources available such as Work life and CG Support that can help provide resources if you want to speak with someone. You can reach Work Life at 1-800-872-4957 or via the link <https://www.uscg.mil/worklife/> and CG Support can be reached at 1-855- 247-8778 or via the link www.CGSUPRT.com.

As always, we encourage everyone to contact us with any questions, concerns, or if you are experiencing any type of emergency.

We can be reached via phone 24/7 at 510-847-1506, through email at ombwaesche@gmail.com, or via our Facebook page: <https://www.facebook.com/groups/USCGCWAESCHEFamilies>

Your Ombudsman Team,
Treneka Ingram & Laura Phillips

Helpful Links from Our Ombudsman

CG Support:

(855) CG SUPRT (247-8778)

<https://www.achievesolutions.net/achievesolutions/en/cgsuprt/Home.do>

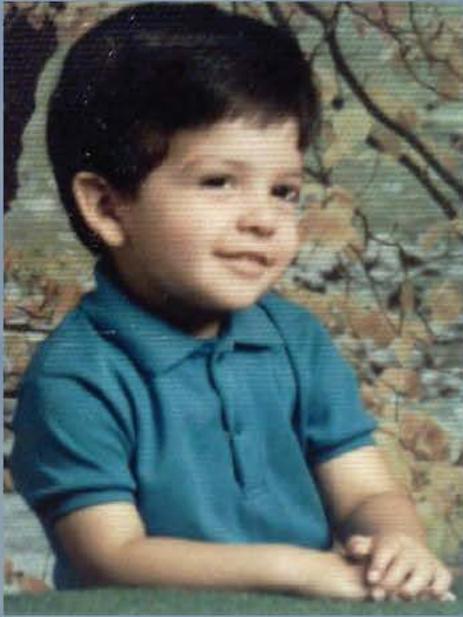
PCS:

<http://www.military.com/money/pcs-dity-move/pcs-checklists.html> PCS Checklist

<http://www.move.mil/>

WAESCHE Then...

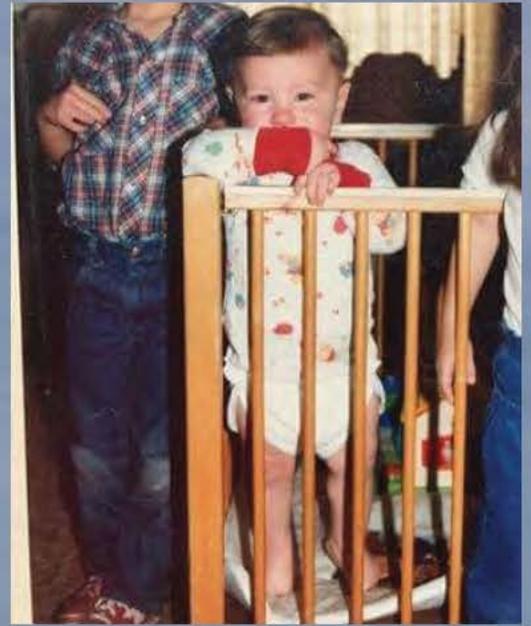
We managed to round up some pictures of WAESCHE's crew before they became the salty sailors they are now.



DC1 Justin Critcher



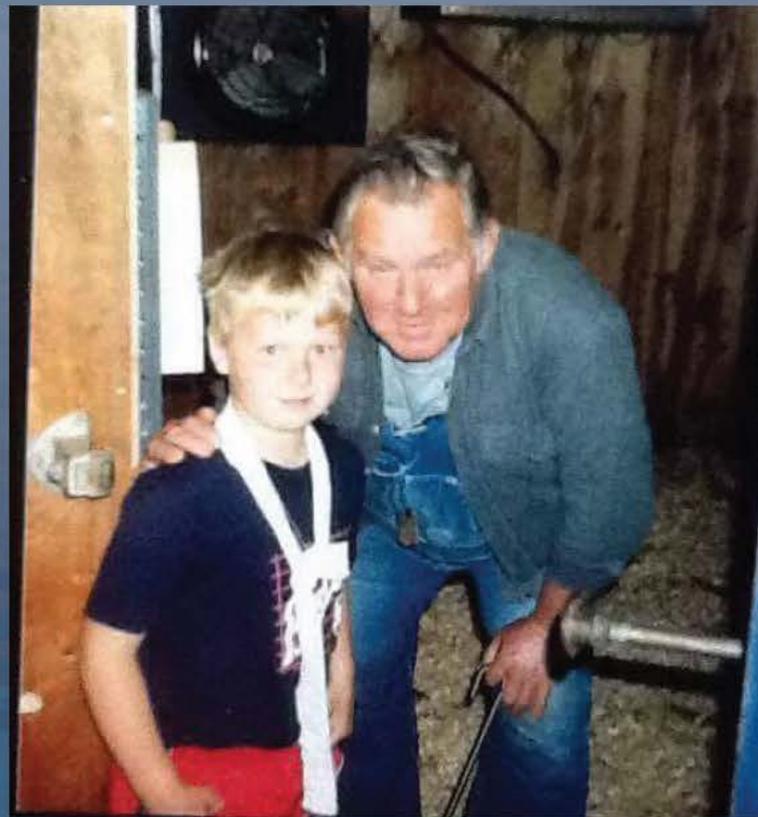
OS3 Brandon Wright



ET1 Cordell Benner



OS2 James Duvall and SNBM David Duvall



BM2 Erik Voegtlin with his grandfather.

Little WAESCHE



SN Spencer Lewis



CAPT Jim Passarelli



LT Jay Rudometkin



BM1 Dennis Phillips



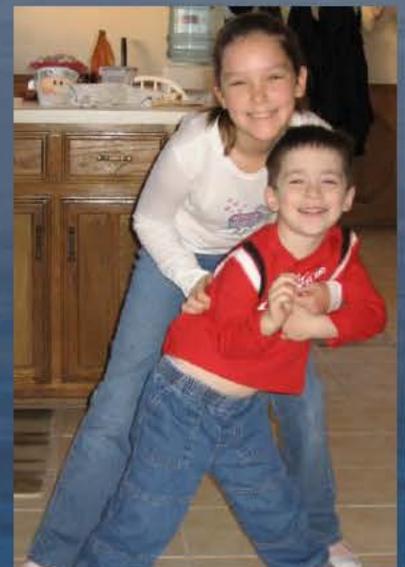
SA Alexis Crane, with her parents



ENS Ryan Ostrander



OS2 Bethany Spaustat and her mother



YN3 Katelyn Stewart
with her brother

Hello from the Homefront!



OS2 James Duvall's son, Paxton, with a pregnancy announcement. Congratulations, OS2!



BM2 Daniel Russo's daughter, Lily, tackling a playground ride.



LT Jay Rudometkin and his family.