



CYPRESS TIMES

QUARTERLY NEWSLETTER



CYPRESS BREEZES THROUGH TSTA BY: ENS NATHANIEL WHITE

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As CYPRESS pulled away from NAS Pensacola, FL, on Thursday, April 18th, there was some doubt as to whether or not the mighty warship would make it all the way to Mayport. We had left port just to return twice before; the crew was anxious to get TSTA in its rear view mirror. As it turned out, the third time was the charm, and we successfully sailed to begin TSTA on April 22nd.

CYPRESS pulled into Jacksonville that week, and enjoyed the beautiful weather, beaches, golfing, and a night of free bowling (provided by CYPRESS morale). Oh, and TSTA? We had time to fit that in, too.

While CYPRESS was away from home, it ran 107 drills, set the special sea detail 22 times, and smoked TSTA. Due to the hard work of the crew and preparedness of the training teams, CYPRESS earned “excellence” awards for every warfare area (command and control, engineering, damage control/medical, seamanship) with a 96% average. Those big “E”s on the side of the boat? That is what those mean, and CYPRESS will be displaying those proudly for the next two years.



HURRICANE SEASON 101

As you all may know Hurricane Season here in Florida begins June 01 and ends November 30. During this time it is important that you and your families be prepared for the worst. The purpose of this article is to give you a quick glimpse of what will happen if a hurricane hits the Gulf Coast, as well as some tips to ensure that you're better prepared.

In the event that a hurricane does decide to stroll through our neck of the woods CYPRESS and her crew will be getting underway to look for shelter (most likely Texas). It's not that black and white for dependents. For dependents there are two types of evacuations, voluntary and ordered. Voluntary means that you can evacuate whenever you would like. Ordered means that an evacuation order has been given by the District Commander. The important thing to remember about the two is that reimbursements will only be granted if an evacuation order has been given by the District Commander. If you decide to voluntarily evacuate then you will not be reimbursed per diem or travel expenses.

Now you're probably thinking to yourself, "Well what do I do if there is an ordered evacuation?" That's a good question. CYPRESS' designated safe haven is Maxwell AFB, which is outside of Montgomery, AL. If an evacuation order has been issued, all CYPRESS dependents are authorized to travel to and from Maxwell AFB. You are not required to evacuate there; however, if you choose to evacuate elsewhere you will not receive reimbursements for your travel there. Dependents will only receive the amount of money it would cost to travel to and from Maxwell AFB, regardless of where they evacuate.

Like I mentioned before this just offers a quick glimpse for if a hurricane strikes. If you have any questions, concerns, or want to learn more please feel free to contact me. My email is Christopher.M.Monacelli@uscg.mil or just call the boat and ask for me. If you forget what to do in the heat of the battle don't worry, CYPRESS' Dependent Assistance Team (DAT) will be traveling to Maxwell to assist you. The DAT is comprised of Mrs. Cara Doerr (Ombudsman), YN2 Sean Suggs, and SK2 Gideon Hutchcraft.

HURRICANE SEASON 101

Hurricane Hazards

STORM SURGE is an abnormal rise of water generated by a storm's winds. Storm surge can reach heights well over 20 feet and can span hundreds of miles of coastline. In the northern hemisphere, the highest surge values typically occur in the right front quadrant of a hurricane coincident with onshore flow.

STORM TIDE is the water level rise during a storm due to the combination of storm surge and the astronomical tide. For example, if a hurricane moves ashore at a high tide of 2 feet, a 15 foot surge would be added to the high tide, creating a storm tide of 17 feet.

HURRICANE-FORCE WINDS, 74 mph or more, can destroy buildings and mobile homes. Debris, such as signs, roofing material, siding and small items left outside become flying missiles during hurricanes.

Tropical cyclones often produce widespread, torrential **RAINS** in excess of 6 inches, which may result in deadly and destructive floods. Flash flooding, defined as a rapid rise in water levels, can occur quickly due to intense rainfall. Longer term flooding on rivers and streams can persist for several days after the storm.

What to watch/listen for in weather reports during Hurricane Season:

HURRICANE/TROPICAL STORM WATCH: Hurricane/tropical storm conditions are possible in the specified area of the watch, usually within 48 hours of the onset of tropical storm force winds. During a Watch, prepare your home and review your plan for evacuation in case a Hurricane/Tropical Storm Warning is issued. Listen closely to instructions from local officials.

HURRICANE/TROPICAL STORM WARNING: Hurricane/tropical storm conditions are expected in the specified area of the Warning, usually within 36 hours of the onset of tropical storm force winds. Complete storm preparations and immediately leave the threatened area if directed by local officials.

EXTREME WIND WARNING: Extreme sustained winds of a major hurricane (115 mph or greater), usually associated with the eyewall, are expected to begin within an hour. Take immediate shelter in the interior portion of a well-built structure.

****Additional Watches and Warnings are issued to provide detailed information on specific threats such as floods and tornadoes.** Local National Weather Service offices issue Flash Flood/Flood Watches and Warnings as well as Tornado Warnings.

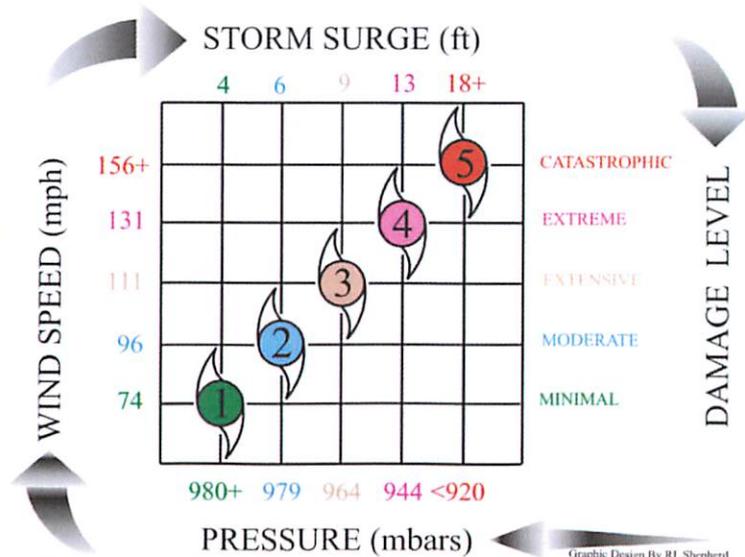
HURRICANE SEASON PREP TIPS

BEFORE THE STORM

- KEEP AN EYE ON THE WEATHER!!!!!!!!!!!!!!
- Establish a hurricane plan w/ your families
- Check emergency equipment, such as flashlights, generators and battery-powered equipment such as cell phones.
- Buy food that will keep and store drinking water.
- Buy plywood or other material to protect your home if you don't already have it.
- Trim trees and shrubbery so branches don't fly into your home.
- Clear clogged rain gutters and downspouts.
- Decide where to move your boat (If you own one).
- Review your insurance policy.
- Don't stock up your refrigerator and freezer!
 - Put items in trash bags in case the power goes out



SAFFIR-SIMPSON HURRICANE SCALE



Graphic Design By RL Shepherd

HURRICANE SEASON PREP TIPS

WHEN IN A WATCH AREA

- Frequently listen to radio, TV or NOAA Weather Radio All Hazards for official bulletins of the storm's progress.
- Fuel and service family vehicles.
- Ensure you have extra cash on hand.
- Prepare to cover all windows and doors with
- shutters or other shielding materials.
- Check batteries and stock up on canned food, first aid supplies, drinking water and medications.
- Bring in light-weight objects such as garbage cans, garden tools, toys and lawn furniture

WHEN IN A WARNING AREA

- Closely monitor radio, TV or NOAA Weather Radio All Hazards for official bulletins.
- Close storm shutters.
- Leave immediately if ordered!
- Take pets with you if possible (Maxwell AFB allows pets)

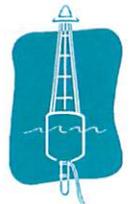
* USE THIS LINK TO ACCESS NOAA AND THE NATIONAL WEATHER SERVICE'S HURRICANE PREPAREDNESS GUIDE:

<http://www.nws.noaa.gov/os/hurricane/resources/TropicalCyclones11.pdf>



ATON, ATON, WE ALL LOVE ATON

BY: YN2 SEAN SUGGS



On Monday, June 10, 2013, USCGC CYPRESS and her crew got underway for some much needed ATON. This trip we had a lot of new faces onboard. I would like to introduce you to LTJG Bertram (OPS), MK1 Lanctot, ET2 McDonnell, BM3 San Diego, and SN Harper. I never realized how important ATON was until I got here. When you see buoys you never stop to think who maintains them to ensure they are at 100%. You just know they are the road markers of the sea, so when you see them you keep chugging along. Without CYPRESS and her maintenance of buoys, companies would lose a lot of money. I witnessed that first hand when buoys were knocked off station causing tankers and cargo ships to anchor offshore, unable to moor because of the jacked up channels. This previous patrol we worked a whopping total of 15 buoys, and don't forget the two sunken buoys that wanted to play hide and seek, so we actually worked 17 buoys!!! "Where did they do that?" you may be asking yourself. We do it here aboard CYPRESS, we do work!!! We worked the buoys of Calcaseiu, Sabine Bank, and Galveston. Even though we worked long hours and had some hard days, we always manage to have some fun too. During one of the ATON evolutions we saw a bunch of Crevalle Jacks swarming the buoy, so a few guys cast their lines and went to work. A lot of lines went taught, but only "1" came out on top and that "1" was the most honorable show stomping SN Taylor. We witnessed some cool heat and beat sessions too, including the CO and SN Taylor's last one, talk about going out with a bang, LOL!!! Thanks to EM1 Evans and BM2 Harding we even got a swim call on the way back home. The water wasn't as clear as we would have wanted it to be, but the crew had a good time. We saw some pretty good jumps, flips, and dives. We even got ET2 McDonnell interested in becoming a cutter rescue swimmer. Life underway and ATON has its ups and downs, but it goes by quickly. We were all relieved when we set special sea detail on June 17, 2013 to moor up portside to NAS Pensacola, a.k.a. HOME. Until next time KCCO!!!!



H G D B P E N S A C O L A X K T O
 F Y O B L C H A N A M R A C G C H
 G O Y J C N A G R O M C E F G S M
 M U C N R V H U N V Y D O B N V L
 D B I J C K M T X P O R P E I H M
 C H A N N E L S R N N O E R R W H
 M P P A W T Y E T X Q Y R T E O F
 N V Z F I H S E R E W T A R E W G
 R K F Y T S H H L T R J T A N E E
 Z L Z U B U I R E L U N I M I G L
 H E R I R R N S E X A R O P G D X
 K E E U A A J D J T A G N U N I B
 Z K O V C U D D V A S A S S E R R
 I S N S H A R A O S C U T O D B A
 Q T J M T F C N R N D D R N G U C
 Q R A O B R I C K E Y X U H V H K
 O O A C A P T A I N E D U P T H D

WORD BANK

BERTRAM
 DECK
 RACK
 BRICKEY
 ENGINEERING
 RADAR
 BRIDGE
 GALLEY
 STERN
 BUOY
 KEEL
 THRUSTER
 CAPTAIN
 MORGAN
 WITBRACHT
 CARMANAH
 NOAA
 ZERUTH
 CHANNEL
 OPERATIONS
 CYPRESS
 PENSACOLA

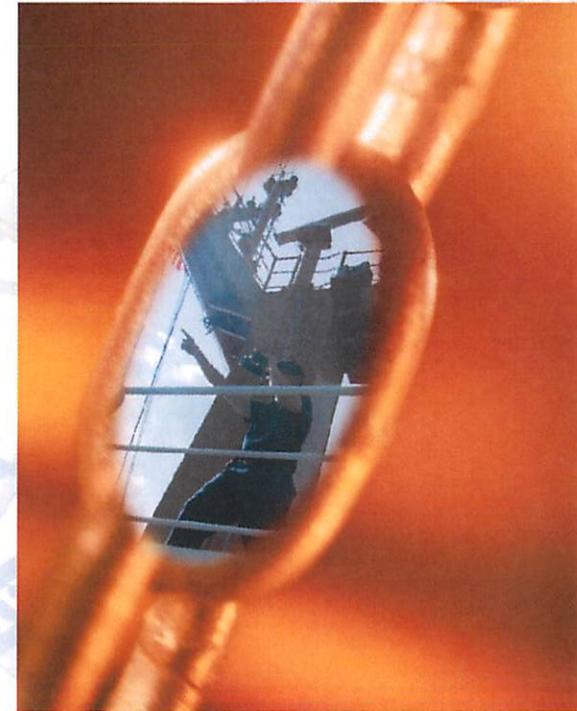
LINKS IN THE CHAIN

BY: ENS CHRIS MONACELLI

Hello again, CYPRESS newsletter readers. This edition I will be focusing on the roles of the helmsman and lookout, two critical bridge team members. The helmsman literally drives the ship, his job is to follow the conning officer's commands. A very common command is rudder amidships which, means having the rudder in the center and not to the left or right at all. A lot of time the conning officer will order the helmsman to steer a given course in which case the helmsman is able to use up to 10 degrees out of a total of 30 degrees rudder to get on that course and stay on it. It takes a while for a helmsman to become proficient because they have to get a feel for the rudder and how quickly or slowly it reacts at different speeds. When we are going faster more water passes over the rudder which means that a smaller amount of rudder will be needed to turn the ship. Conversely when the ship is moving slowly it could take up to 20 or even 30 degrees to turn.

Another position crucial to safely navigating the ship is the lookout. Our lookouts are primarily non rates. While we do have radar and rely on it extensively as a tool, the lookout is able to confirm what the conning officer sees on the radar. Furthermore, they are able to see any lights or day shapes that ships or objects may be displaying. With the Big Eyes (high powered binoculars) they can see minute details, such as the name of a ship, miles away. Another advantage of having a lookout is that they are able to hear things that the conning officer never would, such as the fog signal of another vessel if the ship was maneuvering in restricted visibility (fog/haze). Plus, if someone fell overboard and yelled for help there is a good chance that the lookout will hear them and would be able to throw over a life ring.

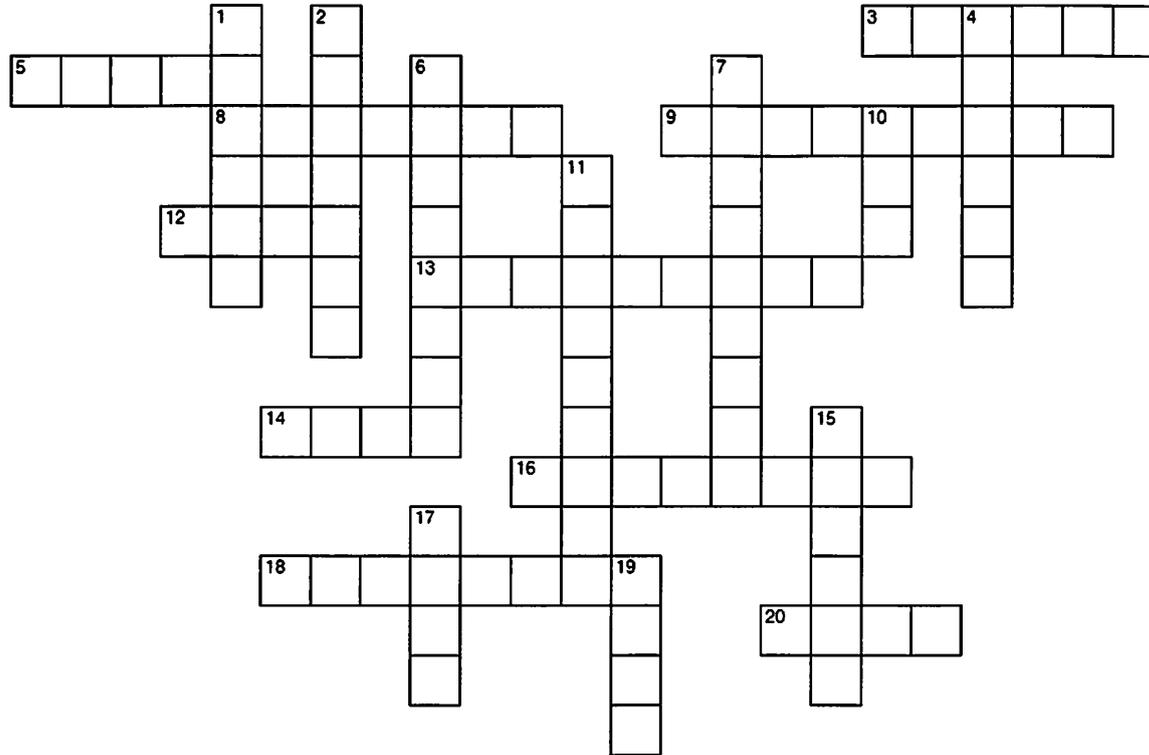
So needless to say the helmsman and lookout are essential to the operation of the cutter underway. Therefore I would like to personally thank all the helmsmen and lookouts for their hard work and devotion to duty up on the bridge, and helping us all return home safely to our families. We salute you CYPRESS helmsmen and lookouts!



CYPRESSES IN ACTION



CYPRESS CROSSWORD PUZZLE



ACROSS

- 3 CYPRESS' previous home port
- 5 Name for the aft part of the ship
- 8 Mightiest ship in the Gulf
- 9 Red right " "
- 12 An organization that monitors the atmosphere and works with the Coast Guard from time to time
- 13 Nautical term for right
- 14 CYPRESS' primary mission
- 16 Term for the light on top of a buoy
- 18 CYPRESS has one of these located on the bow and stern. Its used to maneuver
- 20 Nautical term for bathroom

DOWN

- 1 CYPRESS has two of these weighing 4000lbs
- 2 The boss on any ship
- 4 The location where the ship is driven
- 6 Person in charge of driving the ship
- 7 CYPRESS' home port
- 10 The color of the port running light
- 11 " " season is from 01JUN to 30NOV
- 15 Area where food is prepared on the ship
- 17 CYPRESS services these
- 19 Nautical term for a bed

CAPTAIN'S CORNER

Hello CYPRESS family (and goodbye).

I believe we missed a newsletter for the 2nd quarter. My apologies, but now we're back!

This is my last Captain's Corner. I'm retiring from the Coast Guard after 25 years and am ready to start the next chapter in my life. It's been a great time. I couldn't ask for anything more than being able to retire from a great ship, in a great location, with a GREAT crew.

Welcome aboard to Lieutenant Commander (LCDR) Amy Florentino who takes (took) over on 2 July. LCDR Florentino has an extensive buoy tender background and highly successful career. The ship (and your crewmember) will be in good hands.

The 2nd quarter saw some ATON but probably more work for the engineers. They tackled a couple big casualties. The delays led us to postpone our required training in Mayport, FL.

We did finally make it to Mayport and had a very successful training period. The crew completed over 100 drill evaluations, finishing with average scores well into the 90% range, and earned excellence awards in all training areas.

It's transfer season time and we're saying goodbye to departing shipmates and hello to newly reported ones. It's always a bittersweet time. The goodbyes seem to sneak up on us pretty fast, but that's part of life in the military. Good luck and thanks to those that have moved on and welcome aboard to the new crewmembers and families. I hope you enjoy CYPRESS and Pensacola.

I'll remind everyone that Cara Doerr is the Ombudsman and available to you for information and assistance. In the interest of good order and discipline, don't spread rumors. If you have first hand info, fine. If you're simply passing on a rumor, don't. It serves no purpose and only leads to problems. If you think there is a serious issue that needs addressing or clarification, in addition to the Ombudsman, you can contact the XO, LT Steve Brickey. He can set the record straight or start any necessary actions.

Thanks again for supporting CYPRESS and your crewmember. By the time you read this the change of command will have taken place. If you attended the ceremony, thanks and I hope you enjoyed it. If not, well, I wish you would have been able to attend. In addition to being the formal transfer or responsibility to another person, I consider the ceremony a celebration of the crew's good work over the last three years.

Semper Paratus!

~LCDR Paul Morgan