

BEAR TRACKS

USCGC BEAR NEWSLETTER

Written by BEAR Sailors for BEAR Sailors, Family, and Friends
Edited by ENS Sarah Kukich and ENS Monét Masters



DISTRICT 7 AMIO PATROL

Welcome to the half way point of patrol BEAR sailors and hello again to our family and friends!

Our BEAR crew travelled from home port down south for aviation training on the flight deck, navigated around the path of Hurricane Matthew, and finally worked together with other Coast Guard cutters in both drug and migrant interdictions operations. We trained not only our crew in damage control, casualty control exercises, and aviation operations but also members of many other cutters. The BEAR also hosted TACLET (Tactical Law Enforcement Team) members and Public Health Service physician assistants throughout the patrol and supported them in carrying out their missions as well.

We added our newest chiefs, EMC Westbrook and ETC Carmichael, said farewell to MKC Allen in July. We welcomed many other new members working in every department and a few personnel temporarily to bolster the capability of our crew. YN1 Schwan and SNFS McKeehan became critical members of our team in fast paced operations and we greatly enjoyed having them on board.

Thus far this patrol, the crew has continued to hone their skills as a team and as individuals, earning many new qualifications. Senior members dedicated their time to ensuring the juniors gained knowledge and were confident and competent to stand the watch. Nearly all members were challenged with increased responsibility this patrol and as a team stepped-up to successfully carried out the mission.

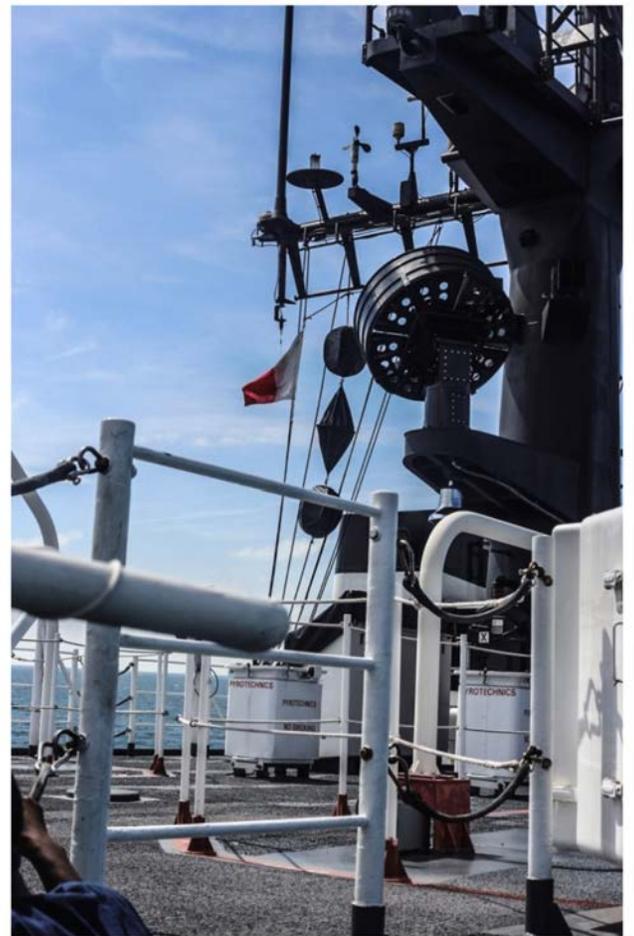
After nearly three weeks our crew is very excited to share our journey up to this point. Thank you to the friends and families on land who supported our daily operations and will eventually bring us back home safely.

Welcome Aboard!

EMC Westbrook
ETC Carmichael
MK1 Wiedenfeld
ME1 Couture
EM3 Sandberg
DC3 Wilson
GM3 Dye
SN Allen
SN Ferebee
FN Collins
SA Lewis
SA Tritt

Fair winds and following seas:

MKC Allen
MK1 Winkelmann
SNFS Lundy
FN Hardrick
EM2 Burns



FROM THE COMMANDING OFFICER

Greetings BEAR Family and Friends,

As we approach the half way point in our patrol, I am proud to say we have accomplished much during the patrol this far. After leaving Portsmouth we travelled to the Savannah area to conduct three days of helicopter operations with personnel from seven different major cutters and pilots from six Air Stations. In those 3 days, your loved ones' dedication and professionalism enabled BEAR to conduct over 270 evolutions to qualify and recertify shipboard personnel and pilots. The crew quickly shifted focus upon entering the operations theater and flawlessly conducted a midnight transfer of migrants that had been rescued from a homemade raft that was in danger of sinking by a passing cruise ship. Working with our patrol boats, air and land assets with assistance from the Public Health Service and Tactical Law Enforcement Team out of Miami, the crew has continued throughout the patrol to provide humanitarian care to more than 50 migrants rescued from the perils of the sea.

The crew has shown enormous flexibility as the daily operational pace varied yet they maintain a consistent drive to hone existing skills and earn new qualifications. The volume of qualifications in progress this patrol reflect the crew's drive not just to meet requirements, but exceed them. Some of our most junior crew members for example have reached outside of their normal duties to pursue shadowing or even qualifying in other departments.

Thank you again for your unwavering support to BEAR. Please know standing by the crew helps us to accomplish every mission and continue our service to our great nation. Enjoy this holiday season in port with your family and thank you again for all you do.

Best Regards,
CDR Gregory A. Shouse
Commanding Officer



QUALIFICATIONS

Landing Signal Officer

FSC Wheeler

Gangway Petty-Officer of the Watch (GPOW)

OS1 Badami

ET1 Sisson

SK1 Negron

FS1 Banks

BM2 Saza

BM3 Williamson

CIC Watch Supervisor

OSC Frivance

OS1 Badami

CIC Watch Stander

IT1 Gullet

ET1 Sisson

ET3 Dubord

Helm and Lookout

SN Allen

SN Ferebee

SA Lewis

SA Tritt

Underway EOW

MKC Hendrix

EMC Westbrook

EM2 Fremming

Engine Room Watch

EMC Westbrook

EM2 Jordan

DC1 Pique

MK1 Wiedenfield

Inport Generator Watch Stander

EMC Westbrook

MK1 Wiedenfeld

DC1 Pique

EM2 Jordan

Auxiliary Watchstander

EMC Westbrook

MK1 Wiedenfield

EM3 Sandberg

Inport Security Watch Stander

EMC Westbrook

MK1 Wiedenfeld

SK3 Ferren

EM3 Sandberg

ET3 Dubord

Inport EOW

MKC Hendrix

EMC Westbrook

EM1 Ditch

EM2 Fremming

Fuel Oil Water King (FOWK)

MK2 Shield

Boarding Team Member

FS1 Banks

SK1 Negron

DC2 Laursen

Boat Crew

BM2 Saza

Basic Damage Control

ETC Carmichael

EMC Westbrook

OSC Frivance

OS1 Badami

FS1 Banks

MK1 Wiedenfield

IT1 Gullet

SK1 Negron

SK3 Ferren

EM3 Sandberg

FN Collins

Advanced Damage Control

ENS Effendi

ETC Carmichael

EMC Westbrook

EM3 Sandberg

FN Collins



HARD WORK PAYS OFF

SAILOR OF THE QUARTER:

EM2 FREMMING

PERMANENT CUTTERMEN:

CWO2(F&S) TAHTINEN

EMI DITCH

ADVANCEMENTS:

MK2 CARRIE

EM2 JORDAN

FS3 MCKEEHAN

SN TAVARES



ALL IN A DAY'S WORK...



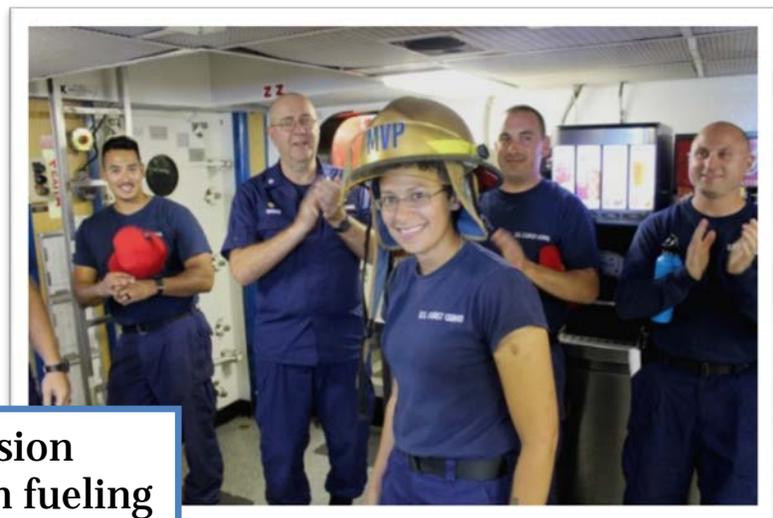
ENGINEERING DEPARTMENT

While the pace of law enforcement operations rapidly changed, the steady stream of projects never slowed down in the engineering department. Daily maintenance, trouble shooting unexpected casualties, and planning for the next in port period kept engineers at work at all hours. Whether it was greasing the fin stabilizers after the evening meal or crawling down to the hole early to prepare the liquid loading, the efforts of every engineer contributed to the overall success and safety of this patrol. Engineering Department Head **LT Anais Greenley** oversaw the work of all four divisions and tracked the overall progress of the department.

Sometimes surrounded by the ocean we forget the work it takes to make that water usable and more importantly safe to drink. The trouble shooting and repairs made while underway particularly by **MK1 Scott**, **MK2 Polley**, and **FN Sammet** have kept our reverse osmosis system operating, despite the machinery having a mind of its own. **MKC Hendrix** and **MK2 Yankey** led repairs to the refrigeration compressors, equipment we sometimes forget is critical.

FN Dubois' and FN Rogers's coveralls have been well-worn this patrol as they assisted the division in three continuous days of aviation fueling, transferring over 1,000 gallons of fuel to helicopters in the midst of other operations. The division also completed a repair to the CB-L auto inflation system ensuring that asset remained ready at all times. The "A" gang on CGC BEAR has contributed immensely to the success of operations so far and is expected to continue to have a busy second half of the patrol.

Congratulations to the division leading in the number of qualifications earned so far this patrol, Main Propulsion Division! Led by **MK1 Wiedenfeld**, a newly reported member of our crew, Main Prop has challenged each other to earn fuel oil water king, engine room watch stander, inport generator watch stander, and security watch stander



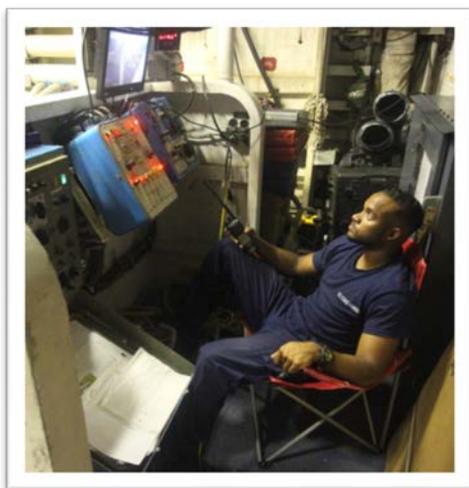
Auxiliary Division conducted aviation fueling operations for 3 days, successfully transferring over 1,000 gallons of aviation fuel.



ENGINEERING DEPARTMENT (CONT.)

qualifications. The constant rolling of the ship in larger seas could be felt even in the engine room by personnel, fuel and oil, and the division had to be flexible as a result. **MK2 Shield** and newly promoted **MK2 Carrie** led efforts to repair an air leak to one of the main diesel engine governor control air systems, as well as a lube oil leak on one of the ship service diesel generators. **MK3 Pipak** was recognized for his nomination to Sailor of the Quarter; as always, he proved to be a valuable member of the engineering team and a leader in the division. FN Hardrick departed for A-School this patrol leaving lead FN Peele with FN Perendes and FN Ulasiz to introduce newly reported FN Collins. We wish FN Hardrick the best as a soon to be EM and will miss hearing his signature laugh throughout the day!

Did you walk onto the Messdeck and wonder why it looks like Club BEAR in there? Well you can thank your hardworking and always enthusiastic EM Shop for that! Having changed out about one third of the cutter's lightbulbs



with more economically and ecologically friendly bulbs, they have already reduced the power draw on the cutter by 60 amps. This change, led by **EM1 Ditch**, has had huge implications for the entire engineering plant, requiring only one generator to be run at most times instead of two because of the smaller load. The shop welcomed the addition of **EM3 Sandberg** before getting underway and celebrated the promotion of **EM2 Jordan**, both who continue to work hard chasing grounds and ensuring the lighting update is completed. During the beginning of the patrol, the EMs have completed repairs to numerous electrical sensors on the Main Propulsion Control and Monitoring System which allows remote monitoring propulsion plant. They had the vital role of maintaining the cutters Visual Landing Aids during a 3 day DLQ round-up.

The DC division, led by **ENS Neil Clarkin**, consisted of familiar faces **DC1 Guillaume Pique**, **DC2 Dennis Laursen** and **DC3 Blas Pulgarvidal**, with the addition of **DC3 Taylor Wilson**. The Damage Control division has remained busy, as usual, fixing a wide variety of shipboard problems. They have started repairing and replacing several of the ship's toilets, fabricated metal work for other departments, overhauled the vacuum sewage system and are already preparing for the cutter assessment of readiness training (CART) inspection. The DC's have also enabled BEAR to carry out her migrant interdiction mission by setting up and maintaining proper migrant sanitation facilities on deck.



OPERATIONS DEPARTMENT

CGC BEAR is just about a month into their District 7 patrol, spending the first three days conducting helicopter operations during a DLQ Round Up. The successful completion of the DLQ Round Up was after nearly 72 hours straight of evolutions such as Vertical Replenishment and In-Flight Refueling, getting multiple crewmembers qualified as Helicopter Control Officer, Landing Signal Officer, and Tie-Down. Switching gears to Migrant Interdictions, we had migrants on board BEAR the very next day after DLQ Round Up. These missions could not have been completed without the expertise and dedication of the members of the Operations Department. Led by **LT Vic Galgano**, Operations Department personnel played a vital role in standing migrant watch, obtaining information of where migrants may be located, and transiting the vessel safely through the transfer of migrants.

WEAPONS / LAW ENFORCEMENT DIVISION – Flexibility has been the name of the game the beginning of this patrol; especially for the Weapons and Law Enforcement division's newest members, **ME1 Ty Coulter** and **GM3 Christopher Dye**. From helicopters in the air to migrants on deck, the WEPS/LE Division has played a large part in all of it. While helicopters buzzed overhead and on deck, **ME1 Coulter** assisted the medical team and **GM2 James Hoff** lead a fire team. **GM2 Thomas Ross** ensured the bridge stood a taught watch as Quartermaster of the Watch. As BEAR shifted from helicopter operations to migrant operations, so did the jobs of the WEPS/LE division. **GMC Juan Gonzalez**, **ME1 Coulter**, and **ME3 Patterson** lead migrant security watches. Shortly after, **GM3 Dye** joined us underway, where he quickly earned a Duty Gunnersmate qualification and began standing Helm and Lookout watches. **ENS James White** maintained a vigilant watch on the bridge as Officer of the Deck as well as ensured all the migrant watchstanders had everything they needed to stand a safe and taught watch. All together on this short patrol, the WEPS/LE division assisted with 270 flight sorties and hosted migrants, making for a busy first few weeks.



COMBAT DIVISION – Securite, securite, securite, hello all stations, hello all stations, hello all stations, OS division, OS division, OS division, break. **ENS Effendi**, **OSC Frivance**, **OS1 Badami**, **OS2 Shirey**, **OS2 Pamphile**, **OS3 Adair**, and **OS3 Schiefer** have been operating at all ahead ten this patrol. Congratulations to **OS1 Badami** on his qualification as CIC Watch Supervisor. The OSs have been communicating with other units, tracking our guests as they come and go, and much more. As operations continue we're preparing for more guests and rough seas. Embrace the sea, defy the storm. Break. OS division, out.

ELECTRONICS DIVISION - The August-September inport period was marked by the change of division chiefs. **ETC Carmichael** replaced **ETC Coffey** as the ELEX chief at the end of August and led the division to the completion of several critical electronics projects, including upgrades and installs. During the D7 patrol, ELEX has contributed to the DLQ Round-up as well as migrant watch standers. **ET2 Wilson**, **IT2 Beard**, **IT3 White**, and **ET3 Yoder** are all part of the tie-down crew. **ET1 Regier**, **IT3 White**, and **ET3 Yoder** are in the migrant withstanding rotation. ELEX continues to be a very diverse division contributing to BEAR's success in many ways.



OPERATIONS DEPARTMENT (CONT.)

NAVIGATION- The Navigation division may be the smallest division in ops with **BM2 Daigle**, **BM3 Williamson**, **BM3 Pickering**, and the newly added **BM2 Fitzgerald**, but we try to be the mightiest! Spending well over 12 collected hours on chart corrections and submitting tracklines, we have ensured BEAR is prepared for safe transit during this AMIO patrol. Upon completion of the inport period, BEAR finally has enough charts to replace the ones that miraculously get lost in Combat thanks to **BM2 Daigle**. Once underway, during the DLQ Round Up, **BM2 Daigle** assisted with the training and qualification of four Helicopter Control Officers. When AMIO operations took over, **BM3 Pickering** stepped up as not only the main QMOW during migrant transfers but also as a migrant watch stander while migrants are onboard. **BM3 Williamson** has continued to become a useful member on BEAR by passing her QMOW board and continuing to work towards her coxswain qualification. The seas and swells are proving to be no match for **BM2 Fitzgerald** as he begins his journey towards Underway OOD. We are exciting to see the greatness the Navigation division will give BEAR as our love for charts grows fonder.

DECK- Deck Division welcomed three new members to our ranks for this patrol. Welcome aboard to **SA Lewis**, **SN Allen**, and **SN Ferebee**. Your contributions have already made BEAR better with your experiences and dedication. Keep up the great work, BEAR is lucky to have you! Our members continue to strive for excellence and continue to qualify in various positions to keep BEAR in the fight. Congratulations to all those who qualified as Helm and Lookout, Master Helmsman, Boatswain's Mate of the Watch, Coxswain, Boat Crewmember, Boarding Team Member, Basic and Advanced Damage Control, and Inport Security. During a short inport, Deck Force worked hard to bring BEAR's appearance back up to the exceptional standard that we are known for. Then we geared up for our exciting D7 patrol. Deck Force hit the ground running augmenting essential watches and standing a taught watch on the bridge. The patrol started out with high tempo helicopter evolutions while BEAR hosted a DLQ round-up conducting over 270 helicopter evolutions, qualifying 32 personnel in different positions from helicopter control officers and landing signal officers, to flight deck tie-downs. Deck played a crucial role setting the flight deck up for these evolutions, even assisting in the qualification of new personnel themselves. Deck Force quickly transitions from setting the flight deck up for helicopter operations to setting up for migrant operations as within the first days after conclusion of the DLQ round-up, BEAR steamed to pick up over 50 migrants from other Coast Guard assets. With the patrol only half way over, we look forward to the exceptional qualifications and achievements that will be added to the repertoire this great division has achieved thus far. As the patrol continues, we yearn for the company of our friends and family and cannot wait to get home and enjoy some much needed rest and relaxation. We would like to thank our extended BEAR family for staying strong at home while we complete our mission. We would not be where we are without you and we cannot wait to see you!



SUPPORT DEPARTMENT

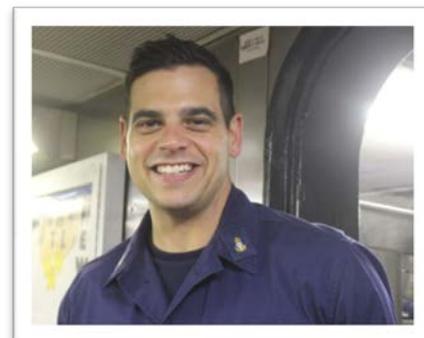
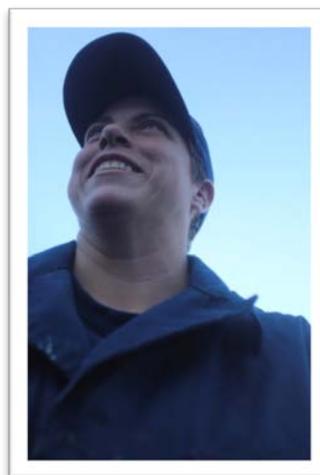
Our support department, led by **CWO Mark Tahtinen**, had a loaded import period that consisted of ensuring all the ordered materials for the cutter came on time and in the correct condition as requested.

The Storekeeper (SK) division was in high gear this period. **SK1 Negron**, **SK2 Catalioto** and **SK3 Ferren** utilized multiple days to organize and prioritize the storage unit for BEAR that is located on Base Portsmouth. While also ordering supplies needed for various projects for preservation throughout BEAR, adding several more years to her life. Underway, SK2 Catalioto stood numerous hours on the bridge as Quarter Master of the Watch, as well as, processing migrants, as they came onboard BEAR. Joining SK2 on the bridge, SK3 Ferren obtained her Helm and Look Out qualification in addition to processing the oncoming migrants as well. SK1 Negron became an asset to BEAR during Helicopter Operations as he continues to work towards his Landing Signal Officer Qualification. He also plays a vital role in Migrant Operations by standing the Migrant Security Watch.

HSC Dixon has had a busy patrol seeing and treating various ailments. As migrants came aboard BEAR, HSC had the essential role of checking the migrants for any health concerns while they are present on BEAR. Aside from this duty, HSC Dixon has become the Command Chief on BEAR and the lead enlisted advisor to the Commanding Officer. A busy work day has not kept HSC Dixon from maintaining his daily workout schedule and monitoring the health of crew of BEAR.

We also welcomed **YN1 Schwan** for this District 7 patrol. YN1 has been a great help for BEAR with processing the migrants. She also enabled BEAR to complete weigh-ins on time and in the proper professional manner. YN1 Schwan assists BEAR during General Emergency drills by being a plotter of the location of the damage and the status of repairing that damage. Being new to a cutter did not impede YN1 to being useful and helpful whenever possible during BEAR's operations and we are thankful she is here!

As always, the Food Service Division performed at a high standard in service of BEAR's crew. BEAR's FS division provided daily meals to over 100 crewmembers. In charge of our galley operations is **FSC Jami Wheeler**. Working closely with him is **FS1 Jason Banks** and **FS2 Stephanie Majure**, always keeping food fresh, plates clean, and the Mess deck always bustling with morale. **FS3 Sirius Morin**, with the help of, **FS3 Kayelee McKeehan** and **Auxillarist Food Service Specialist Henry Troutner** served dozens of platters a day, showing the adaptability needed aboard CGC BEAR. As guests from other Coast Guard cutters or migrants were brought onboard, the Food Service Division quickly modified their plan to accommodate everyone being fed.



FROM YOUR JUNIOR OFFICERS

To the crew of BEAR,

Busy is an understatement when thinking about the first two weeks of this patrol. Thank you for putting in the hours to get BEAR a few more members qualified in Helicopter Control Officer, Landing Signal Officer, and Tie-Down. Those first three days were tough but your hard work and dedication pushed BEAR to completing all the necessary helicopter evolutions.

Immediately starting AMIO operations after DLQ Round Up left us with little rest but again your resilience is what makes those long days and late nights worth it. Finding the time to continue with AMIO operations while continuing to work on qualifications such as Basic and Advanced Damage Control, Helm and Lookout, Quarter Master of the Watch, CIC Watch-stander/Supervisor, Auxiliary Watch-stander, Throttleman, and EOW make you all role models for the future of the Coast Guard.

We continue to thank you for your effort and knowledge as we grow as officers and Coast Guardsmen. As always, it is an honor to work by your side. Let's finish up this second half of patrol strong!

GO BEAR!

JOs

