

# BEAR TRACKS

## USCGC BEAR NEWSLETTER

Written by BEAR Sailors for BEAR Sailors, Family, and Friends  
Edited by ENS James White



### JIATF-South Patrol

Greetings BEAR sailors, family, and friends and welcome home after patrolling the waters of the Caribbean Sea! Having been away from home port for two months, and at sea for over 30 days, the BEAR crew is excited to be home. Prior to departing on patrol, BEAR went through her Tailored Ship Training Availability (TSTA) to ensure the cutter and crew were ready for all missions. BEAR excelled in every category, earning her another Battle "E" Ribbon! Once TSTA was complete, BEAR patrolled in support of the Joint Interagency Taskforce South (JIATF-S), conducting drug interdiction operations throughout the Caribbean Sea. She concluded her patrol by working for Coast Guard District Seven to conduct Alien Migrant Interdiction Operations. Despite the shortness of the patrol, BEAR engaged in several counter-narcotic efforts and handled nearly 60 migrants and suspected migrant smugglers. During the patrol, we welcomed OSC Newton as a permanent cutterman, SN Behr, SN Moore, SN Joyner, and FN Sammet as temporary cuttermen, and celebrated the advancement of SN Kordes, SN Warren, SN Behr, and SN Kane. As BEAR traveled homeward, her focus shifted from operations to preparations for her future inport and dry dock. Here at the end of the patrol, we welcome FN Perednas aboard as well as thank Auxiliarist Ellis, Auxiliarist Malick, and Auxiliarist Smith for the wonderful food and dedicated volunteer service to BEAR throughout TSTA and the patrol. Bravo Zulu for the success in TSTA and for a successful patrol. Enjoy your time home together and the Holiday Season!

### Welcome Aboard!

LCDR Goff  
CWO2 Dos Santos  
GMC Gonzales  
FSC Wheeler  
ET1 Regier  
IT1 Connelly  
BM2 Fitzgerald  
OS2 Pamphile  
ET2 Knight  
ET3 Yoder  
FN Peele  
FN Hardrick  
SN Ulrich  
SN Nati  
SN Horne  
FA Perednas  
FA Pollard  
SA Rodrigues  
OS2 Tatum (TAD)  
AUX Ellis (TAD)  
AUX Malick (TAD)  
AUX Smith (TAD)

### Fair winds and following seas:

ME3 Mcabee  
FS3 Beaty  
SN Williams  
CNS Williams



# FROM THE COMMANDING OFFICER

Hello BEAR Family and Friends,

Another patrol is about to end and I would like to take a moment to reflect on some of the great things your BEAR crewmembers were able to accomplish while we were away. With this being the first patrol following transfer season, nearly a third of the crew was new to BEAR when we departed Portsmouth at the end of August. This included the new Executive Officer, LCDR Goff, the new Operations Officer, LT Galgano, the new Support Department Head, CWO Tahtinen, and other members of the command team including BMC Stephens, FSC Wheeler and GMC Gonzalez. With so many new personnel aboard, it was advantageous for us to be scheduled for a dedicated training period as the first part of this trip. We spent the first three weeks of the deployment nearby in Little Creek, VA, where we completed Tailored Ship's Training Availability (TSTA). TSTA was an opportunity for BEAR to conduct training and showcase our operational expertise across multiple warfare areas through the conduct of standard training requirements (e.g. drills...and lots of them). In an 18 day period we completed almost 140 different drills while earning certification of all onboard training teams and scoring a "clean sweep" with drills scores exceeding 96% across our 5 warfare areas of Command and Control, Engineering, Damage Control, Seamanship, and Weapons. The crew's resounding success is a rare feat in the aging medium endurance cutter community and you should be proud of your BEAR crewmembers for their exceptional performance during the intensive period. On the 19th of September, we completed TSTA and set sail on patrol.

With only 32 days scheduled for the patrol, we quickly got into the pace of operations as we exited Chesapeake Bay. We worked with Air Station Elizabeth City to conduct flight operations including vertical replenishment exercises and basket hoists. A few days and myriad small boat operations later, including Non-Compliant Vessel work-ups, we arrived in Key West, Florida, to refuel and conduct an in-brief with JIATF-S. As we departed Key West, we had the opportunity to honor our profession and a fellow service member by conducting a burial at sea ceremony. On our long transit down to our assigned operating area in the deep Caribbean, we continued to train and focused on qualifications for all of our recently reported personnel. We also were pleasantly surprised by our seemingly continuous good fortune with weather and sea conditions with many old salts coining the patrol "best weather patrol ever." In our assigned area, BEAR took part in a dedicated 10 day operation that focused on illicit narcotics smuggling from South American countries to Central America. While we were not fortunate enough to land a large interdiction in the short window of the operation, we were able to conduct a boarding at sea and assist with active deterrence of a primary smuggling vector. By doing so, we were instrumental in the operation's successful completion that resulted in another cutter in the area scoring a significant bust.

After the short operation, BEAR was called upon by District Seven to transit back to the Florida Straits to assist with Alien Migrant Interdiction Operations (AMIO). On our way back north we stopped by what has become one of our favorite stops, the Naval Base at Guantanamo Bay, Cuba, and quickly loaded some much needed fuel and stores returning to sea after just a few hours in GTMO. Upon arriving in the Florida Straits, we immediately began working the AMIO mission. We had an early morning rendezvous with another cutter and received 29 migrants, allowing the cutter to take a port call. Later that morning, we directed a surface asset working for us to interdict a suspected smuggling vessel and then met them to take another 30 migrants aboard including two suspected smugglers. Several small boat transfers later, we provided security, care and feeding for 59 migrants on deck and coordinated with Sector Key West and the District for disposition. Two days later we transferred all of our migrant guests back to another cutter and we took our first liberty port call of the patrol, a relaxing 3 days in not so sunny Key West, FL (we had rain showers throughout our stay but the crew still found plenty of ways to enjoy the continental US's southernmost city). As we left Key West, we encountered a significant weather system off the east coast of Florida; needless to say each of your crewmembers had to quickly find their sea legs as we battled combined seas in excess of 10-15 feet for a two day stretch. However, as I write this, we have been blessed with a return to "the best weather patrol ever" conditions and are enjoying milder than expected seas off of Cape Hatteras, NC. We are all very excited to reunite with our loved ones back home soon.

Once again, I would like to express my utmost gratitude for the extraordinary efforts and sacrifices BEAR crew, family, and friends have made to allow this cutter to serve our great nation. While not always easy, I truly believe serving aboard a cutter, and specifically in BEAR, is the most rewarding experience in the Coast Guard. Thank you for your continued support of our crew.

Best Regards,  
CDR Andrew Meverden, Commanding Officer



# QUALIFICATIONS

## **Coxswain**

MK1 Scott  
BM2 Fitzgerald

## **Boat Engineer**

MK2 Winkelmann

## **Boat Crew**

BM2 Fitzgerald  
BM3 Prillaman

## **Deck Safety Observer**

BMC Stephens

## **Boatswain's Mate of the Watch (BMOW)**

BM3 Pickering  
SN Kordes  
SN Joyner

## **Master Helmsman**

SN Kordes

## **Helm and Lookout**

BM2 Fitzgerald  
BM3 Pickering  
SN Horne  
SN Ulrich  
SN Rodrigues  
SN Nati

## **Boat Deck Captain**

SN Conty

## **Linehandler**

BM2 Fitzgerald  
BM3 Pickering

## **Underway EOW**

CWO2 Dos Santos

## **Engine Room Watch**

ENS Clarkin  
DC2 Laursen  
MK3 Richardson

## **Throttleman**

ENS Clarkin  
DC2 Laursen

## **Underway Security Watchstander**

ENS Clarkin  
MK2 Fremming  
FN Pollard  
FN Peele  
FN Hardrick

## **Inport Security Watchstander**

EM2 Fremming  
FN Pollard  
FN Peele  
FN Hardrick  
SN Horne



## **CIC Watch Supervisor**

ETC Coffey

## **CIC Watchstander**

ET1 Regier  
ET2 Knight  
IT2 Griffiths  
ET3 Yoder

## **Boarding Officer**

ENS Kenney  
ME1 Reinhart

## **Boarding Team Member**

GM2 Ross  
SN Dervin

## **Anti-terrorism Force Protection Sentry**

GM2 Ross  
SN Dervin

## **Landing Signals Officer (LSO)**

ENS Davis

## **Aviation Fuel King:**

Mk2 Polley

## **Gangway Petty Officer of the Watch (GPOW)**

ET2 Knight  
SNOS Schiefer

## **Basic Damage Control**

ENS White  
BMC Stephens  
IT1 Connelly  
ET1 Regier  
BM2 Fitzgerald  
OS2 Pamphile  
BM3 Pickering  
FN Hardrick  
FN Peele  
FN Pollard  
SNOS Schiefer  
SN Nati  
SN Ulrich

## **Advanced Damage Control**

ET1 Barnes  
ET1 Regier  
YN1 Lukkes  
IT2 Griffiths  
OS2 Pamphile  
BM3 Pickering  
FN Hardrick  
SN Horne  
FN Peele



# HARD WORK PAYS OFF



## PERMANENT CUTTERMEN:

*OSC Newton*

## TEMPORARY CUTTERMEN:

*SN Behr*

*SN Moore*

*SN Joyner*

*FN Sammit*

## ADVANCEMENTS:

SN Kordes

SN Warren

SN Behr

SN Kane



## AWARDS:

### Good Conduct Ribbons:

EMC Daniel

GM2 Ross

SK2 Gibson

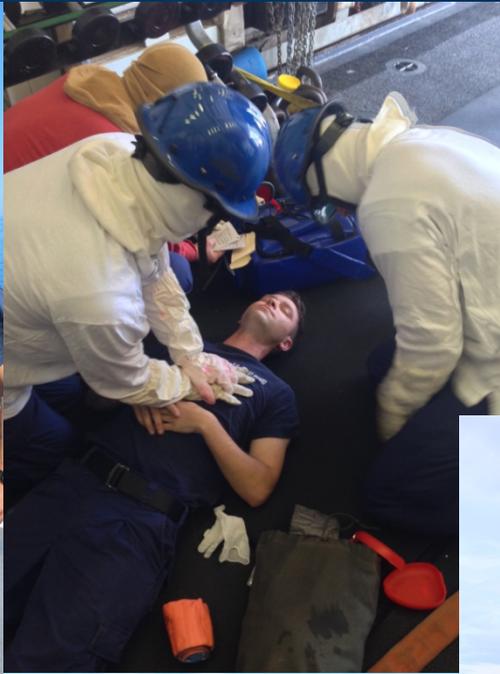


### Letter of Commendation:

SNFS Morin



# ALL IN A DAY'S WORK...



# ENGINEERING DEPARTMENT

After a quick but busy inport period, BEAR kicked off her patrol by going on a shakedown cruise and anchoring overnight in Chesapeake Bay. This allowed the machinery plant and the engineering department, led by **LT Anais Greenley**, to be tested for the first time in over 7 weeks. This patrol's shakedown turned out to be far from ordinary. BEAR conducted fast cruise on the same day as the start of the shakedown cruise and were slightly delayed waiting for parts for the main diesel engines. After the arrival of the parts, the main propulsion division led by **CWO2 Jack Dos Santos** and **MKC Michael Allen**, and consisting of **MK1 Edward Stommel**, **MK2 Brett Winkelmann**, **MK3 Camden Carie**, **MK3 Andrew Pipak**, **FN Benson Stevens**, **FN Karson Hardrick**, and **FN Jeremy Peele**, were able to quickly install the parts and get us on our way. After what seemed like an all too quick night's rest, they were up again early the next morning troubleshooting and conducting repairs on one of the ship's generators. Thanks to the hard work of main prop, we were able to get underway and transit to Little Creek on-time for the start of our Tailored Ships Training Availability (TSTA).

During the transit over to Little Creek, BEAR experienced a partial loss of the main propulsion monitoring system caused by a fault in the system. The EM shop lead by **EMC Demosthenes Daniel** and consisting of **EM1 Nicholas Colletti**, **EM2 Kevin Fremming**, **EM3 Tyler Burns** and **EM3 Malik Jones**, were able to determine the cause of the fault and bypass it allowing BEAR to continue to operate safely.

During TSTA, all of BEAR's training was quickly put to the test. The engineering casualty response teams responded quickly and confidently to all imposed casualties, resulting in an average score of 99.5% for engineering drills. Team One consisted of **MK1 Edward Stommel**, **MK3 Camden Carie**, and **FN Patrick Raph**. Team Two consisted of **ENS Lexie Ludewig**, **DC3 Ryan Bosley**, and **DC3 Anthony Jaime**. Last but not least, the clean up team consisted of **MK1 Landon Carter**, **MK2 Stephen Polley** and **MK3 Andrew Pipak**. Overall, all three teams worked well together to respond and ensure the plant remained operational.

After the conclusion of TSTA, BEAR was once again headed south for operations. While there, all of BEAR's divisions took time to do some much needed maintenance. The DC shop lead by **ENS Neil Clarkin** and **DC1 Lucas Mangold** and consisting of **DC2 Dennis Laursen**, **DC3 Anthony Jaime**, **DC3 Ryan Bosley**, and **DC3 Blas Pulgarvidal** used the time to install a new 4 inch gate valve on the counter-



# ENGINEERING DEPARTMENT (CONT.)

measure wash down system as well a clean all of the DC equipment from TSTA. The Auxiliary division led by **MKC Michael Rawlings** and **MK1 Robert Scott** and consisting of **MK2 Stephen Polley**, **MK3 Kendra Richardson**, **FN Carlos Rodriguez**, **FN Peter Sammet**, **FN Patrick Raph**, and **FN Avery Pollard** conducted a large amount of maintenance and PMS on the reverse osmosis ensuring that BEAR was always able to continue to make freshwater.

Over the course of the patrol, BEAR's port calls in Key West, FL allowed the fueling teams to take on 70,000 gallons of diesel fuel, 700 gallons of lube oil and offload over 2,200 gallons oily waste. With the combined efforts from BEAR's FOWKs, **MK1 Edward Stommel**, **MK1 Landon Carter**, **MK2 Stephen Fleming**, and **MK3 Camden Carie**, all evolutions went as quick and smooth as possible keeping BEAR topped off on fuel and ready to conduct operations.



# OPERATIONS DEPARTMENT

This patrol marked the completion of six consecutive JIATF South deployments, making CGC BEAR one of the most prominent law enforcement forces in the Caribbean Sea. BEAR's Operations department, led by **LT Vic Galgano**, continues to hone its impressive ability to detect targets of interest, locate contraband, and complete case packages. Although our short 10 day patrol time down in the JIATF South operations area did not result in any narcotics seizures this time, BEAR was crucial in Alien Migrant Interdiction Operations in the Florida Straits as the holding platform for nearly 60 migrants and two suspected smugglers.

**WEAPONS DIVISION** - The Weapons Division, consisting of **GM2 James Hoff**, and **GM2 Thomas Ross**, welcomed aboard **GMC Juan Gonzalez** as their Division Chief and newest member to the Division. Our Gunners Mates were extremely busy this TSTA and patrol preparing for 2 separate 76mm shoots totaling over 20 hours of maintenance. In addition to these successful shoots, the gunners mate fired the MK36 Super Rapid Bloom Offboard Chaff (SRBOC) and exercised the .50 caliber machine guns for surface warfare. Through the busy schedule, the GM's were still vital in operations onboard BEAR with GM2 Ross qualifying as a Boarding Team Member and GM2 Hoff acting as a Pursuit Mission Commander for Non-Compliant Vessel operations. Great job this patrol!

**LAW ENFORCEMENT DIVISION** - **ME1 Noah Reinhart** joined BEAR for his first full patrol as the new Leading Petty Officer for the LE Division. ME1 served as the Law Enforcement Instructor onboard and spent countless hours training prospective law enforcement members on physical techniques and boarding procedures. This aided in the qualification of two Boarding Team Members and two Boarding Officers this patrol. One of these Boarding Officers was ME1 himself. Congrats on the qual!

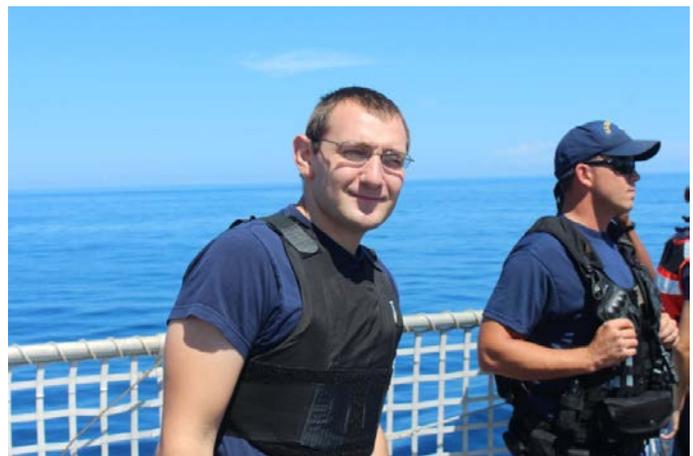
**COMBAT INFORMATION CENTER** - The Operations Specialists: **OS1 Paula Verden**, **OS2 Dominique Pamphile**, **OS3 Turner Adair**, and **SNOS Cory Schiefer** were led by **ENS Nicole Kenney** and **OSC Donald Newton**. These individuals stood many hours of vigilant watches during the patrol, maintaining the overall tactical operational picture for the command.

This kept BEAR in the best possible position for success while executing the counterdrug and migrant interdiction missions. BEAR's OS's ensured the ship was able to effectively communicate with our assets and interagency partners while simultaneously executing complex evolutions. The division is proud of the latest additions to our shop, **OS2 Pamphile** and **SNOS Schiefer**, who quickly earned many shipboard qualifications and are well on their way to earning their respective CIC competencies. The division as a whole is anxious to welcome back **OS2 Josh Shirey** who was unable to make the patrol, as he is currently attending an Electronic Warfare school through late November. The division appreciates the hard work of **ETC William Coffey** for getting qualified as a CIC Watch Supervisor and assisting in a strained watch rotation. Lastly, the division congratulates **ET1 Mark Regier**, **ET2 Stephen Knight**, **IT2 Christopher Griffiths**, and **ET3 Benjamin Yoder** for quickly gaining their CIC Watchstander qualifications.



# OPERATIONS DEPARTMENT (CONT.)

**ELECTRONICS-** The Electronics Division had an outstanding patrol. We would like to officially welcome aboard **IT1 Stephen Connelly** to the division. IT1 Connelly has been with BEAR the last couple months, but spent most of his time at school. We are excited to finally have him in the division. Throughout the patrol, the IT Shop stood taught watches in Combat, strict Migrant Watches on the Flight Deck, and worked on Qualifications throughout the ship. Congratulations to **IT2 Christopher Griffiths** on earning his CIC Watchstander qualification. Additionally, the ETs were busy with the various systems on BEAR. The SLQ-32 experienced several casualties during TSTA, but none had any negative impact on BEAR during the training period, all thanks to the hard work of the ET shop. Similarly, the bridge's Seawatch Program and SPS-78 Radar required urgent care that the ETs were happy to provide. As if that was not enough, when the MK 92 experience casualties, the ETs were there to save the day. Outside of the Combat Information Center, **ETC Coffey, ET2 Moore, and IT2 Caruso** assisted BEAR operationally as Boarding Team Members. When not working on equipment or small boats, the ET shop was working on qualifications. Congratulations to **ET1 Mark Regier** for earning his qualifications in Basic and Advanced Damage Control, Repair Party Electrician, CPR Recertification, and CIC Watchstander. Congratulations to **ET2 Stephen Knight** for earning his GPOW qualification and CIC Watchstander qualification. And finally, congratulations to **ET3 Benjamin Yoder** for earning his qualification in CIC Watchstander and Basic Damage Control.



# OPERATIONS DEPARTMENT (CONT.)

DECK – Deck Division welcomed seven new members to our ranks for this patrol. Welcome aboard to **BMC Jeremy Stephens** from Station Hampton Roads, **BM2 Michael Fitzgerald** from Station Ketchikan, **BM3 Pickering** from CGC Rush, **SN Daniel Horne**, **SN Alanna Nati**, **SN Leon Ulrich**, and **SN Brian Rodrigues**! 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, Quartermaster of the Watch, Gangway Petty Officer of the Watch, Coxswain, Boat Crewmember, Non-Compliant Vessel Pursuit Crewmember, Boarding Team Member, Basic and Advanced Damage Control, and Inport Security. Deck Force continues to augment BEAR's watch stations by keeping a watchful eye on the bridge as well as participating in boat and helicopter evolutions. We all stood extra watches during our law enforcement activities to make sure BEAR could function and safely navigate while most of our people were on the boarding team, the small boat crews, or migrant security details. These complex evolutions demonstrate the importance of diversifying qualifications and being able to fill in wherever we can to complete the mission. Our flexibility allowed BEAR to successfully process 59 migrants in a single day! As the patrol winds down, 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 completed our mission. We would not be where we are without you and we cannot wait to see you! Thank you to the rest of the BEAR family for your hard work and dedication as we completed another successful patrol!



# OPERATIONS DEPARTMENT (CONT.)



NAVIGATION - It was another smooth patrol for the Navigation Division. Despite seemingly daily changes in plans during TSTA, and the dynamic tasking given during our JIATF-South Patrol, the Navigation Division successfully plotted and navigated over 5,000 nautical miles of water in less than two months. We'd like to particularly recognize **BM1 Erik Daigle** for his strong leadership and hard work. Not only did he lead BEAR through restricted waters and from port to port but also excelled as a Training Team Member for both the Damage Control Team and Navigation and Seamanship Teams. His work earned him additional recognition from the Afloat Training Organization and his chain of Command. Meanwhile, **BM2 Christopher Shore** worked diligently as a noncompliant vessel pursuit coxswain, underway OOD, and a member of the Leadership Diversity Advisory Council. This work earned him a nomination for Sailor of the Quarter. Another invaluable member in the Navigation Division is **BM3 Amanda Prillaman**, the unofficial "Golden Voice" of BEAR. Her precise pipes, plotting, and plethora of perfect performances during drills, Special Sea Details, and watch earned her much deserved praise from the entire crew. As if the Navigation Division wasn't stacked enough, **SN Kane** quickly learned the tricks of the trade, assisting with all of the charts and track lines the division completed, totaling 18 transits on over 20 different charts. Additionally, SN Kane advanced from E2 to E3, a well-deserved promotion.



# SUPPORT DEPARTMENT

The Store Keeper (SK) division was in high gear this patrol. Our team pulled off some amazing logistic miracles in Little Creek, VA and Key West, FL grabbing the last parts needed for patrol. The team has pushed through multiple PR's, MILSTRIPS, and CASREPS which were instrumental in BEAR's success during TSTA and patrol. As true shipmates, **SK2 Catalioto and SK2 Gibson** stood numerous hours on the bridge as Quarter Masters of the Watch, lightening the load for many of the members of the Operations Department. Meanwhile, **SK1 Gillespie** worked tirelessly to ensure 59 migrants had necessary supplies and adequate clothing, as part of BEAR's Alien Migrant Interdiction Operations.

**HSC Dixon** has had a busy patrol having to cover a multitude of issues for not only our crewmembers, but BEAR's largest host of Cuban Migrants in recent memories. He diligently kept BEAR mission ready by attending to numerous queasy crewmembers, sick migrants, and a sprained ankle or two. He provided a plethora of very realistic training scenarios for TSTA, including mass casualties, head wounds, shocks, and broken bones. His work didn't stop there as he worked ahead of time to choreograph everyone's home port appointments to ensure BEAR is always in a fit for full duty status.

**YN1 Lukkes** helped multiple personnel during this transfer season, processing PCS Departing Worksheets, Check in packets, helping members getting moving needs handled, as well as preparing multiple awards and making travel arrangements for newly reporting personnel and departing personnel. In the little time she had away from the paperwork, she worked hard to earn herself a qualification in Advance Damage Control, increasing BEAR's ability to respond to casualties.

As always, the FS Division performed at and above the high standards of BEAR, providing daily meals to BEAR's over 100 crew and an additional 59 Cuban Migrants. We'd like to welcome aboard **FSC Jami Wheeler**, who took over as the new Chief Master at Arms and Division Chief.

Working closely with **FS1 Rebecca Lamm**, the division kept food fresh, plates clean, and the Mess deck always bustling with morale. In the galley, **FS3 Chelsea Tucker** served dozens of platters a day, proving that it takes an elite type of person to serve aboard a Coast Guard Cutter. Assisting FS3 Tucker was **SNFS Sirius Morin**, whose constant positive attitude, hard work, and attention to detail earned him selection as Sailor of the Quarter and a Letter of Commendation this patrol. The FS division would also like to welcome aboard and thank the hard efforts of **Auxiliarist Ronald Ellis, Auxiliarist Gordon Malick, and Auxiliarist Eddy Smith**. Without your extra help during TSTA and Patrol, BEAR would not have been nearly as successful. Thank you for selfless sacrifice and joining the BEAR family the past two months.



# TSTA

Prior to BEAR's JIATF-South Patrol, she went through Tailored Ship's Training Availability, or TSTA for short. This was a three week long period where BEAR went through countless drills which put her systems and crew to the test, literally. The Afloat Training Organization sent a team specifically put together to examine a cutter's ability to fight casualties and emergencies to examine BEAR for the duration of TSTA. They checked BEAR's ability to handle Flooding, Fire, Medical Emergencies, Steering Casualties, and many other potential dangers sailors face every day in the open ocean. One of the other specifics TSTA tests is BEAR's own training teams. It's good that BEAR can handle the casualties during those three weeks, but it's crucial that BEAR's senior crewmembers can pass on their extensive knowledge to the rest of the crew. As TSTA came to a close, certain members of the crew stood out. **BM1 Daigle** and **SN Conty** were specifically recognized by the Afloat Training Organization team for their exceptional hard work. Other members recognized by the chain of command included **MK1 Stommel** for his work in Engineering drills, **DC2 Laursen** for his work in Damage Control drills, **MK2 Polley** for his work in Damage Control drills, **BM3 Santos** for his work in Combat Systems drills, **BM3 Prillaman** for her work in Navigation and Seamanship drills, and **ME3 McAbee** for his work in Medical drills.



# FROM YOUR JUNIOR OFFICERS

To the crew of BEAR,

Your endless support, incredible hard work, and extensive knowledge is highly appreciated by the Junior Officers on BEAR. We could not accomplish our jobs without you. It is through your teachings and guidance that we are able to continue to work on our qualifications on the bridge and in the engine room. You provide us with leadership opportunities that allow us to continue our professional development as well as make BEAR the best it can be. We cannot thank you enough.

We appreciate your warm welcomes to ENS Clarkin, ENS Bienlien, and ENS White, as they join the Junior Officers on BEAR on their first patrol. Your continued encouragement and assistance will go a long way in not only the readiness of BEAR, but the development of the Officer Corps.

GO BEAR!



# BURIAL AT SEA

On September 25<sup>th</sup>, BEAR had the honor of performing a burial-at-sea ceremony for a former service member. At 1850, sunset, USCGC BEAR hove to in latitude 24°07.0 North, longitude 081°58.1 West, 30 nautical miles south of Key West, FL. The wind was very light. The sea was calm. Petty Officer Lukasik was committed to the deep by his granddaughter, MK3 Richardson, as an honor platoon of BEAR sailors were led in prayer by CDR Meverden. The playing of Taps was followed by a period of dignified silence as the crew paid their respects. The National Ensign used during the ceremony was mailed to the family as befits military veterans with honorable service. It was a true honor for BEAR to provide this final service for our fellow shipmate.



# ON THE HOME FRONT



Spouses got together for chili and laughs while the kids played.



We missed you so much while you were at sea! I am so proud of you and all the things you accomplished on this patrol - especially earning your permanent cutterman's pin. Lily can't wait for her daddy to hold her and snuggle with her! Love you so much!

Love,  
Anne and Lily



# ON THE HOME FRONT



Lily is representing her favorite super hero for spirit week at school: her Daddy, MK1 Scott.

We love you, MK1 Carter!! We are so proud of all of your hard work. We are glad you're home for all of the holidays to come!

