

The 'HAWK

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Getting Underway & Fueling at Sea Evolution

Happy Summer, MOHAWK Fans! On 18 May, MOHAWK got underway from Key West, Florida for a two month patrol only to return later that afternoon with a broken helicopter on our flight deck. We were engaged in Flight Operations with a Coast Guard HH-60 Jayhawk helicopter when they discovered an engineering casualty and were forced to shut down on our flight deck. We could not remain underway with the airframe tied on deck so MOHAWK returned to the pier until we were able to crane the helo off the deck. Due to the careful cooperation between our crew and the Aviation Detachment, we were able to get underway for our patrol after a few extra days with family and friends.



MOHAWK conducted a fueling at sea (FAS) evolution early on this patrol with the United States Naval Ship SACAGAWEA. FAS is an exceptionally challenging and inherently dangerous evolution where an oiler and a ship requiring fuel steam in close proximity (less than 150 feet apart) for several hours and transfer fuel using connection hoses stretched across the gap between them. It is an all-hands evolution requiring careful planning and execution for mission success. MOHAWK's sailors performed exceptionally well and it was a great opportunity for everyone involved.



SPECIAL POINTS OF INTEREST:

- *Welcome to all New Crewmembers and their families...we are proud to have you as members of the MOHAWK family!*
- *Congratulations to everyone who earned a new qualification this underway period*
- *If you have a story or pictures that you would like to include in the 'HAWK Newsletters, please email John.W.Beal@uscg.mil for submission*



Training & Activities Underway



On the first night underway, MOHAWK conducted Pyrotechnics training on the flight deck. This training gives everyone a chance to fire off all of the types of day and night flares that we carry, and it allows new crewmembers to observe what they might see if a distressed vessel was firing flares to signal for assistance.

MOHAWK began a new tradition of celebrating all those who have birthdays underway together at the end of each month with cakes on the Messdeck. The FS Staff provided great desserts to celebrate May, June, and July birthdays this patrol. Happy Birthday to all those who celebrated with us!

MOHAWK's Morale Committee hosted an Arm Wrestling competition for the crew early this patrol. The tournament was accompanied by an 80's costume contest based on the Sylvester Stallone movie "Over the Top." EM2 Franco Fano and LTJG Alana Timulak were crowned the male and female victors, and DC3 Charlie Hammond and SN Caitlin George were the male and female costume contest winners. OSC Nielsen DJ-ed for the event, and ENS Feeney was our Emcee.

MOHAWK was able to fit in a Swim Call for the crew this patrol. We lower the flight nets and put a boat crew in the water to be on the lookout for sharks while the crew shows off their swimming, diving, and acrobatic skills.



From the Commanding Officer's Desk

To the Friends and Family of the MOHAWK:

Hello again from the Caribbean. I hope this newsletter finds everyone in good health, great spirits, and looking forward to MOHAWK's arrival back in Key West. We had a busy and highly productive patrol conducting Coast Guard missions throughout the Caribbean. Since we are in the midst of transfer season, we also said goodbye to many great shipmates and welcomed new personnel. Every summer, about a third of the crew will turn-over so we are constantly training to help our new shipmates attain their qualifications. We are looking forward to coming home, but let me tell you what we've been up to over the past two months.

MOHAWK was actively engaged in a counter-narcotics mission called OP MARTILLO (Spanish for "hammer"). The goal of this operation is to deny drug smugglers from using their traditional shipment routes within the Caribbean. Your MOHAWK sailors excelled at this effort and demonstrated a unique ability to partner with other U.S. forces and our international friends to make business miserable for the bad-guys. To practice our interoperability with the U.S. Navy, we conducted operations with their SH-60 helicopters and a Fueling at Sea (FAS) evolution with a 600 foot oiler. Most Coast Guard cutters don't have an opportunity to FAS with Navy oilers and MOHAWK hadn't conducted one in over six years. The evolution requires us to steam within 140 feet alongside the oiler at a speed of 10 knots. It requires expert seamanship, teamwork, and precision and your MOHAWK sailors knocked it out of the park.

MOHAWK also worked with naval units from Panama, Honduras, and Nicaragua during the patrol. We embarked their personnel to discuss procedures and develop tactics which we used to disrupt the smugglers' movements. These international exchanges are vital to our counter-narcotics goals. The United States isn't the only nation suffering from the ramifications of the international drug trade so it's in our best interest to work together against a common foe. In one instance, we chased a high speed "go-fast" vessel and forced it to dump its cocaine bales in the ocean. Although we couldn't find the narcotics, we were pleased that this load of cocaine never made it to the United States or to any of our partner nations.

Closer to home, I am proud to introduce our new Ombudsman, Mrs. Liz Eckery. Liz is a wonderful person and we are fortunate to have her on the ship's leadership team. She assumed the role before this patrol and has already started reaching out to the MOHAWK family. If you have questions while we are gone, please contact her at MOHAWKOmbudsman@yahoo.com. The Ombudsman serves as a direct link between me and our family members so please ask Liz to add your name to her email distribution list. It's a great way to stay current on the cutter's activities especially as we enter the heart of hurricane season. Keep in mind that hurricane season lasts from June to November so ensure you have a plan to evacuate your Key West residence in case MOHAWK has to leave port for storm evasion. If that ever happened, we will work through the Ombudsman and Sector Key West to keep our families informed.

Finally, please become a friend of the MOHAWK and follow our activities on Facebook at [U.S. Coast Guard Cutter MOHAWK](#). Ensure you search for us with that specific title. If you just search for "MOHAWK" you may be directed to an older site that is no longer active.



Thank you again for supporting your MOHAWK sailor!

Commander Mark J. Fedor
Commanding Officer



Job Spotlight: Helmsman & Lookout

The job of Helmsman and Lookout is a qualification that is earned onboard MOHAWK within the first few weeks by a newly reported Seaman. A four hour bridge watch is split driving the ship as a Helmsman and scanning for other vessels or hazards to navigation as a Lookout. They are a crucial part of the bridge team and have a tremendous amount of responsibility for the safe navigation of the ship.

Driving the ship on a straight course couldn't be that tough, right? After the Deck Watch Officer orders a course, it is up to the Helmsman to steady the ship on the exact degree no matter the environmental conditions. Typical duties of the Helmsman consist of: steering a precise course while landing a helicopter on the flight deck, maintaining course for a search pattern in heavy seas, or holding a straight course to interdict a drug smuggler. During an operation such as fueling at sea, MOHAWK approaches within 120 feet from a fueling ship to receive the rigging that passes the fueling hose connection. It is necessary to have a Master Helmsman who must be able to accurately steer the ship within a half degree during the FAS evolution. Seaman Santiago is currently MOHAWK's Master Helmsman and is training Seaman Frank to become our next Master Helmsman. Less than 2% of the entire Cutter fleet earn the qualification as a Master Helmsman.

The Lookout is the eyes and ears of the ship and is responsible for visually detecting contacts and quickly identifying anything that could pose a hazard to navigation.

A Lookout's duty is to report everything they see, hear, or smell; and this duty only gets more challenging at night.

Deciphering the light configuration on a ship can determine what type of vessel and the direction it is traveling. Using night vision goggles, the Lookout will scan the horizon looking for unlit vessels which attempt to travel in the night undetected. We have all heard the saying "looking for a needle in a haystack", and I want give you two examples of a Lookout successfully finding the needle. A lookout on a Coast Guard High Endurance Cutter spotted a periscope of a submarine that was surfacing dangerously close to the Cutter and diverted a possible collision from happening. Another example happened just a few weeks ago when one of our lookouts, Seaman McLeod, spotted a bale of cocaine floating at sea. During his scan of the horizon, he noticed a faint white square at a distance of over two nautical miles and alerted the Officer of the Deck. Once onboard it tested positive for cocaine and was likely a bale that was thrown overboard from a suspect vessel during a pursuit by MOHAWK's small boat crew approximately 48 hours prior to the recovery of the contraband.

It takes a team effort to run a successful ship and each one of your family members and friends onboard MOHAWK are making it happen on a daily basis. Look for future Job Spotlights where we will highlight other positions onboard MOHAWK and how they contribute to mission success.

Story provided by LTJG

Johnston Green Ariail,

*former MOHAWK sailor and
now Commanding Officer of
the USCGC Diamondback*



Flight Operations

MOHAWK worked with several US Navy frigates during our patrol. We were fortunate enough to perform some lily-pad training with their embarked helicopters, the SH-60 Seahawk. This airframe is similar to the Coast Guard's HH-60 Jayhawk.



Above: Tie-down teams secure the helicopter on deck during Flight Operations.

Working with Partner Nations

MOHAWK had the unique privilege this patrol of working with several of our partner nations in the South Western Caribbean. Through delicate planning and preparation, we cooperated with naval forces from Panama, Honduras, and Nicaragua. Our crew was on the frontlines of international counter-illicit trafficking operations with our Central American allies. We overcame barriers to communication and technology and were able to execute joint counter-smuggling missions alongside these countries.

MOHAWK embarked two ship riders this patrol, LT Jimenez from Panama and LT Reyes from Honduras. The presence of a ship rider aboard MOHAWK increases our readiness and allows us to enact specific counter-drug bilateral agreements with those countries. It also allows us to patrol in their Territorial Seas with the ship rider's permission.

All of these operations were important for MOHAWK and the Coast Guard as a whole because they foster the relationships that truly allow for a united front against smuggling in the Carib.



Top: LT Jimenez with CO and XO
Bottom: LT Reyes with CO and MK2 Zamora



Above: Honduran Naval Forces Interceptor Vessel



Right: Nicaraguan Naval Forces Interceptor Vessel



Ceremony for the USS MOHAWK

The MOHAWK crew conducted a ceremony at sea on 02 July to recognize the scuttling of our namesake, the USS MOHAWK (WPG 78) off of Lee County, Florida. The USS MOHAWK was dedicated as a Veterans Memorial artificial reef. In May, CDR Fedor and representatives of the crew attended a flag retirement ceremony aboard the USS MOHAWK in homeport. At sea we flew the flag lowered from her mast and at noon all hands gathered on the flight deck for a small flag folding ceremony (left) and to reflect on MOHAWK sailors past and present, while Captain explained in his address to the crew how we carry on the legacy of service those men and women established before us.

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Congratulations to Sailor of the Quarter OS2 Daniel Weatherly!

More Patrol Pictures



*Lifesaver ~ Enforcer ~
Defender*



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U.S. COAST GUARD CUTTER MOHAWK

We're on the Web!

<http://www.uscg.mil/lantarea/cgcMohawk/default.asp>

ABOVE (clockwise from top left): USNS SACAGAWEA during FAS approach; USS MOHAWK being scuttled as an artificial reef; MOHAWK anchored in Bocas del Toro, Panama; MOHAWK moored in Chiriqui Grande, Panama for a BSF; profile of the USNS SACAGAWEA (more than 2 times the size of MOHAWK); Sunset through a porthole; USCG Jayhawk helicopter being craned off MOHAWK's flight deck in Key West, FL