

February

2012
FEBRUARY
MOHAWK
MONTHLY



SN Hicks makes a MEDEVAC patient smile by giving her a Tigger teddy while GM3 Seistedos comforts her by speaking to her in French.

The crew has been very busy since the last newsletter. As one of the first responders on scene following the devastating earthquake in Haiti, we were tested on nearly every aspect of shipboard knowledge - boat operations, helicopter operations, medical skills, damage control, and keeping the ship and boats running under extremely challenging conditions. Once MOHAWK got back home, we charged ahead full steam into four major inspections: our Training Readiness Assessment, Safety Inspection, Administration Compliance Inspection, and a Communications Inspection. BUSY!



TOWING MOTOR VESSEL OLYMPIAKOS

Left: MOHAWK making the approach alongside Olympiakos to establish a tow.

Below: BM3 Fisher and SNBM Jordan handling the towing lines onboard MOHAWK.



Nine Days with Motor Vessel Olympiakos

What started as a typical December day soon turned into one of the most challenging adventures the crew had ever undertaken. We were tasked to tow a freighter that had been seized by one of our sister ships. Did I mention this freighter was bigger than MOHAWK? As usual, the weather went from so-so to nasty in no time. Before you knew it we were running directly into 12-14 seas with 30-35 knot winds. Not exactly ideal conditions for making headway with a big tow. In fact we didn't get very far at all before the tow line broke - twice! Each time the crew made the treacherous climb to get back aboard and re-establish the tow despite the heaving seas. The Seventh District Commander sent along a BRAVO-ZULU message complimenting the crew on their seamanship and tenacity. This was one big one we weren't going to let get away!

HAITI

RELIEF EFFORTS JANUARY 2010



MOHAWK PERFORMING A HUMANITARIAN MISSION

From transporting supplies to landing numerous types of aircraft, the crew was extremely busy trying to provide as much support to Haiti as possible. Each day started earlier, ended later, and was filled with small boat and helicopter operations onboard while several crew members went ashore to provide medical care, engineering assistance and security presences. Without all members putting forth 150%, the MOHAWK would not have been able to fulfill its missions in Haiti.



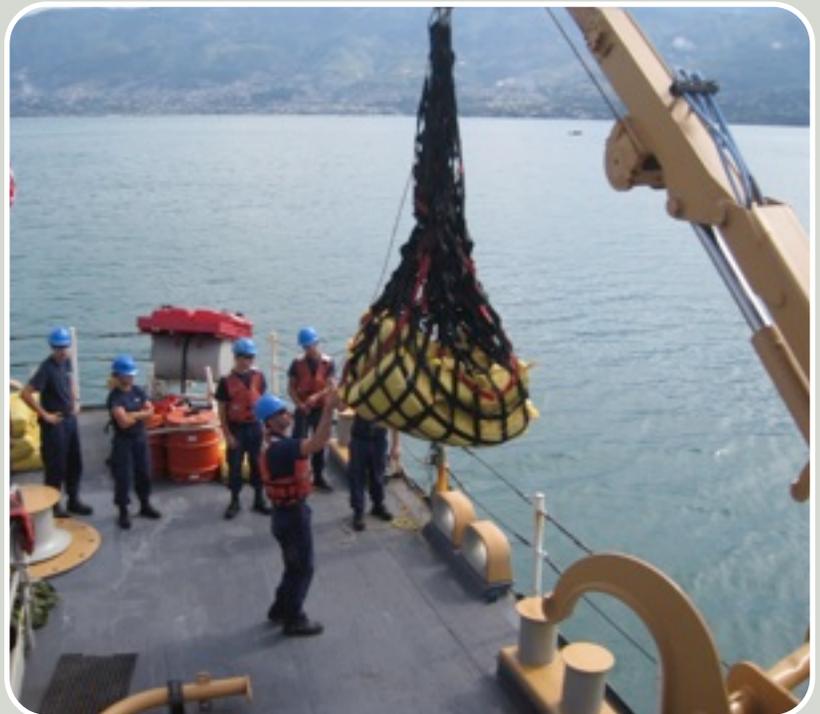
Left: SN Hicks and SN Shilling transporting Gatorade to be sent ashore.

Right: SN Laster and BM3 Fisher carrying blankets to be brought ashore. OS2 Vega doing a great job of supervising.

HAITI RELIEF

BOAT OPERATIONS

The boat crew and Deck Department were kept extremely busy in Haiti. Our two small boats were used to transport supplies and personnel ashore. The small boats were also needed as rescue boats for flight operations in case of an emergency. Not only did the coxswain, boat crew and boat engineer have to safely navigate around the other vessels in the area, but they also had to deal with large amounts of debris in the water. The crew effectively navigated the waters and got people and supplies safely to and from shore.



Top Left: ME2 Wolf, coxswain, and ME3 Copper, boat engineer, waiting to receive cargo to be brought ashore.

Middle Left: HAWK I en route to CGC TAHOMA for personnel transfer.

Bottom Left: SN Morgan and SNBM Jordan transferring supplies.

Above: SN Shilling, SN Hicks, SN Duval, SN Mick, and SN Morgan working the deck and davit to transfer supplies to the small boat.

HAITI RELIEF

HELO OPERATIONS



Left: Navy 60 performing a cargo drop of medical supplies on MOHAWK's flight deck.

Right: Coast Guard HH-65 preparing to land onboard MOHAWK.

Bottom: LSO, LTJG Flores, and SN Hicks moving a MEDEVAC patient to HH-65 to be transported to a nearby hospital.



MOHAWK's flight deck team was able to support the Haitian relief efforts by keeping the ship ready to receive aircraft despite being minimally manned due to crew members helping in shore-side efforts. The ship received cargo and passengers from both Navy and Coast Guard aircrafts and provided 1,447 gallons of fuel in addition to preparing medical evacuees for travel to nearby hospitals. Showing great Coast Guard innovation, the crew created an "elevator" using a broken boat to move medical evacuees to the flight deck safely.

HAITI RELIEF

ENGINEERING

While in Haiti, the engineers were vital to both shipboard and ashore efforts. Through sheer dogged determination they were able to keep the reverse osmosis units (RO) and the generators operational. Due to the proximity of land and the amount of debris in the water, the RO membranes and sea strainers continually needed to be unclogged. The engineers also combated flooding in Aux II and kept the small boats operational without losing a second in the relief efforts.

While several engineers stayed on the ship to maintain the watch and deal with RO, generators and small boat repairs the rest of the department went ashore. The engineering team was able to support the medical relief effort ashore and help their counterparts in the

Haitian Coast Guard. The engineering team ashore assessed the damages of piers, buildings, nearby fields, and waterfront to determine where it was safe for the Haitian and US Coast Guards to work. The team repaired five vessels giving the Haitian CG more assets to assist in medical evacuations to nearby hospitals. Not only did the engineers assist in mechanical repairs to their small boats, but they were quickly tasked in a moment's notice to assist the medical teams by moving the serious medical evacuees to small boats. They cleared debris along the roads to smoothly transport the medical evacuees and the relief supplies to and from the Haitian Coast Guard Clinic.

Right: DC2 Aspuru, HS2 Gomez, LTJG Burnett, & DC3 Jones putting their brains together to make more splints to use on Haitian earthquake survivors.



HAITI RELIEF

MEDICAL CARE



Right: FS3 Floyd helps splint a small child's ankle.

Left: FN Runner caring for Haitian woman and her newborn baby girl.



One of MOHAWKs primary concerns while in Haiti was medical care ashore. While we needed to keep crew members onboard to maintain underway watches and run the logistical aspects of our mission, we also needed to send crew members ashore to help the many people in need of medical assistance. From broken bones, to lacerations, and even a couple child births, crew members were faced with many medical challenges they had never seen before. For those of you who are unaware,

CGC MOHAWK has one second class health service crew member , HS2 Gomez. "Doc" was not only challenged by the injuries he needed to treat but also need to help crew members perform a variety of different treatments. HS2 Gomez and his medical team stepped up to the medical challenges they were faced with and assisted hundreds of Haitians.

**Mohicans
providing
medical care
ashore**

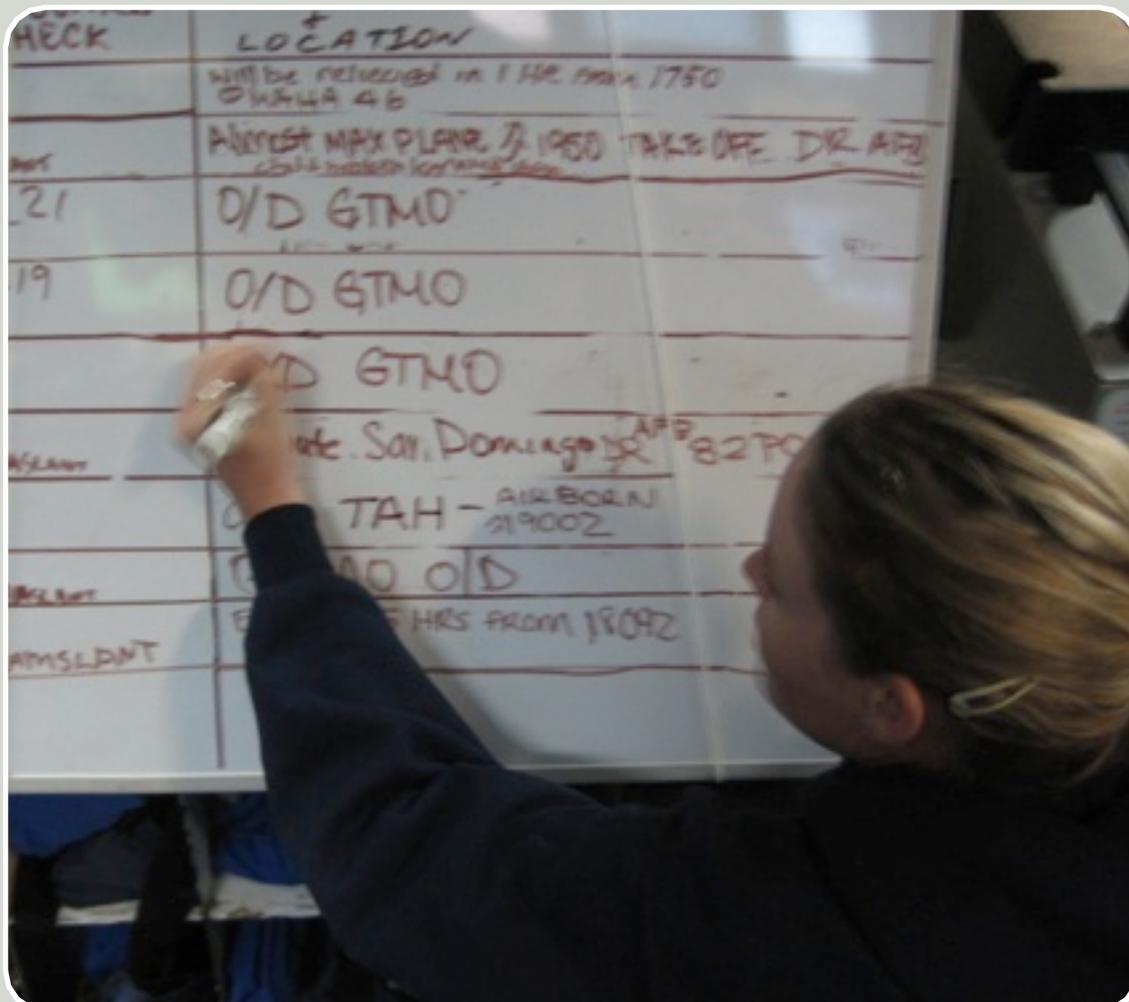
HAITI RELIEF

CIC

From the time the devastating news flashed across the computer screens, the CIC team worked tirelessly to ensure operational planning and execution of our humanitarian mission was accomplished. CIC controlled all Coast Guard aircraft inbound and outbound of Port au Prince for the first week as MOHAWK assumed the role of Aircraft Controlling Unit (ACU). CIC developed an hourly summary of aircraft status and pushed it to

both Coast Guard and Navy commanders. They coordinated over 130 Coast Guard and Navy flights while still maintaining their underway watch demands. The CIC team also coordinated the MEDEVACS of dozens of critically injured patients to Sacred Heart Hospital and helped save many lives. Working with both CG and Navy assets not only kept all members of CIC busy but also taught them a tremendous amount about interagency coordination.

Right: LTJG Godden working with the CIC team in updating the flight status board for Haiti Operations.



LENDING A HAND AT USS MOHAWK



During their week of stand down, several members of the MOHAWK crew assisted in painting the USS MOHAWK museum ship. The crew members were treated to a personal tour of CGC INGHAM, the new Coast Guard museum home-ported adjacent to the USS MOHAWK. During the tour, Captain considered trading the MOHAWK for the INGHAM due to the larger Captain's Cabin! After the tour, the crew got right to work painting the dazzle pattern on USS MOHAWK's starboard side. Several members worked on a paint float while others worked around the life lines to restore the WWII-

vintage color scheme. The job not only served to restore a national treasure but to educate the members of CGC MOHAWK's crew as they worked hand in hand with the historic ships volunteers. A good time was had by all, especially XO, who personally conned the paint float back to shore (his first command since CGC MATAGORDA).

-C.M. Fogarty, ENS

HELPING RAISE MONEY FOR HAITI



During this inport our command got to test out their waitress/waiter skills while help raise money for Haiti with the Red Cross at The Bottle Cap, a local restaurant/pub in Key West. Members of the crew waited tables, took drink orders, and told patrons what they did while assisting the people of Haiti recover from the devastating earthquake. It was a great opportunity for our crew to get in touch with local Conchs and spread the word about all the jobs

On Liberty:
**MOHAWK fundraising
with fellow conchs**

the Coast Guard performs. It also was an eye-opening experience for OS2 Andzelik who realized he could never make it in life as a waiter and made a good career move by going into the CG! However, all patrons were impressed with the MOHAWK crew, and even OS2 was thanked by locals for his gallant work in Haiti and his continued service helping the people of Haiti by volunteering his liberty time towards raising money.

-ENS C. M. Fogarty

WELCOME ABOARD

EM3 Francisco Fano



Hello, my fellow Mohicans! The name is Francisco Manuel Fano and I am your new Third Class Electrician's mate. I am from San Antonio Texas, and lived there for the majority of my life. Before the Coast Guard my first unit was CGC CHINCOTEAGUE based out of San Juan, Puerto Rico. I really liked it there and I really liked the cutter life. As cuttermen we get to see things and places other people can only dream of. I was a student at Texas State for 4 years, played collegiate water polo there, then decided to enlist in the Coast Guard. It was probably the best decision I have made in my life and plan on making a career out of it. Although I have already met most of you, I look forward to meeting the rest and getting underway on our upcoming patrol.

FN Eli Teller

My name is Eli Teller. I was born in Boca Grand Florida. I was raised in Boon North Carolina. I went to high school at Hibriten High where I played soccer, golf, football, and track. I attended Appalachian State but left to join the Coast Guard before graduating. My brother is now also joining the Coast Guard. I am thinking about going FS. I enjoy fishing and my favorite show is Archer.

