

The Mighty CAMPBELL Times Newsletter

Edition VIII

WINTER D1 Patrol: JANUARY - FEBRUARY 2008

Kittery, ME: January is the month considered to be the peak of the winter season, but that did not keep the crew of the CGC CAMPBELL from braving the seas and storm to patrol the waters off of New England during their recent patrol. The blustery conditions of the North Atlantic were braved by every lookout and tow watch to every Boatsman's Mate in Command (BMIC) conducting small boat operations. CAMPBELL's key missions during the patrol included: monitoring fisheries, conducting commercial vessel security boardings, and ensuring safety of life at sea. What follows are the true documented experiences of 99 people living and working at all times within 270 feet of each other for one month while inspecting fishing catch, scaling the side of container ships, putting some miles on the Over the Horizon boat odometer, keeping up on their sea sickness medicine, and bracing themselves for heavy rolls as CAMPBELL came about!



CO's Corner :



The seas have subsided as CAMPBELL sits moored in homeport Kittery, Maine and no more do we feel the pitch and roll of a weather-driven winter D-1 patrol. The bitter cold was well-endured by the crew and I appreciate everyone overcoming the environmental hurdle posed to them on a daily basis. With that said, again we found ourselves in a much different mission with new operational objectives and yet again the crew adapted, brushing up on their fisheries regulation knowledge and boarding skills. There were many opportunities posed for training our new boarding officers and boarding team members aboard and it was wonderful to see so many become qualified just in time for next JIATF patrol.

I want to thank everyone for their adaptability throughout the patrol, but especially during our last week while we conducted MSC Operations boardings with Sector New York. The multiple transits into Gravesend Anchorage required more billets to be manned on the bridge throughout the three days of boardings, however, the crew managed fatigue collectively, ensuring that fellow shipmates received adequate rest throughout the evolutions. Late

boardings and early reveilles did not keep the crew from standing the watch or operating the small boat and I appreciate your high endurance level and dedication to the mission.

Though it was nice to be patrolling the local New England coast and enjoying some great local port calls, I am sure the crew is more than ready for the warm rays of our next patrol. Until then, I hope that everyone has a long, restful inport complete with a Superbowl party at home with family and friends. Thank you again for your hard work and dedication.

CDR Jim L. Munro

Sleep, Eat, Alpha Reports, and Sitreps!
By: OS3 Carey

FOR THE INFORMATION OF ALL HANDS...

The Mighty CAMPBELL got underway from her homeport at Portsmouth Naval Shipyard on January 3rd with the Operations Department raring to go. After a two-month JIATF patrol this past fall in the Caribbean and a short inport in December, the members of Ops Dept were ready for a change of pace in normal daily operations. The first task posed was that of towing an adrift NOAA buoy from its location 75 miles due east of Cape Ann, Massachusetts to Cape Cod Bay. There, CAMPBELL rendezvoused with CGC JUNIPER, a 225-foot buoy-tender, who transferred it to Newport, Rhode Island for repairs. D1 patrols are unique because it is the only time that the CAMPBELL is involved in a combination of fisheries, maritime law enforcement, and search and rescue operations. Since these missions include the need for inspections by the CAMPBELL's boarding team members, some members of operations volunteered their free time to participate in their collateral boarding duties. OS3 Pyrtle, ET2 Rinnier, GM3 Diaz, and GM1 Beska started off the patrol with a running start jumping in on the first fishing vessel boardings. They were joined by another BTM, IT3 Hinkle, who met up with the ship in New York. And throughout the whole patrol, BM2 Anderson and BM2 Connors performed exceptionally as coxswains for the numerous boardings conducted. It is not easy balancing the normal workday and such a time consuming collateral duty, and without these guys the mission would not be possible.



After leaving New York harbor, CAMPBELL was tasked with a mission within the Coast Guard known as Maritime Security Cutter (MSC) Operations. This mission involves coordination of many different divisions of Operations Department in order to run smoothly. Communication between the bridge, combat, and radio are crucial to the execution of these missions. Again, Operations members that were qualified to be on boarding teams, were asked to lend a hand in the boarding of 600-foot container ships and tankers to ensure that the vessels were secure for entry into a U.S. port. These boardings are somewhat different than the normal D1 fishery boardings in that the mission is more maritime safety oriented and involved expert coordination with Sector New York and Station New York. These opportunities truly highlight the Operations Department's sense of readiness and ability to be "Semper Mustang."

After many months spent breaking in and learning the ropes in CIC and hours of grueling qualification boards, the CAMPBELL now has four newly qualified watchstanders in Combat. ET3 Champagne, OS3 Carey, ET1 MacDonald, and ET1 Hoffer. Thanks to all the qualified watchstanders for offering their expertise, experience, and time in training the new watchstanders over the past months.

Another highlight of this patrol actually had nothing to do with CAMPBELL or the Coast Guard at all. The NFC/AFC Championship games fell right in the middle of the patrol, and provided a time for the crew, especially the "hooah" football fans of Ops Dept, to get together and enjoy a couple of entertaining games. However, this almost didn't happen had it not been for the dedicated ET's aboard. Hours before the games were set to air on national television the shipboard satellite television went down. After hours of diligent work and a combined effort by all the ET's in Ops Department, the satellite reception was fixed and the crew was able to enjoy the games in the company of their shipmates rooting for their favorite teams which ranged from across the country. LT Ferlauto, our OPS boss, is an ardent Pats fan in the midst of so many OS and GM New York Giants fans- and so we relive the Boston-New York rivalry yet again. Only the Superbowl will temporarily settle this unending feud.

The Saturday after New York the Operations Department was tasked with a mission essential to CAMPBELL's operational fitness—cooking up grub for morale night. All of Ops pulled out their crazy hats, Chief Mills leading the way wearing his favorite Panthers cap, and put together a smorgasbord of scrumptious treats for the crew, including but not limited to—stromboli, 10 different types of pizza, hot wings, chicken tenders, and more! These kinds of events are great because they give the crew a chance to "switch hats" for a while and to

realize why we work in the Operations side of the house and not in the galley. Even though our Operations Officer said he is thinking about taking over the Support side of the house now.

As is usual in Ops Department, things are always changing, and during this past inport and patrol we witnessed some changes to the CAMPBELL family. First, we had some promotions come to the Department: IT3 Hinkle and OS3 Pyrtle found places on their collar devices for another chevron! Congratulations to both of you on making E-5! Congratulations to IT2 Hinkle and his wife Alyssa Mangeri who exchanged vows on December 14th 2007. Alyssa is currently undergoing the pleasure of a good Coast Guard Boot Camp experience and when she has finished that exhilarating time in her life, she plans to be a Storekeeper in the Coast Guard. Also, congratulations to OS2 Zariczy and his wife, Courtney, for the new addition to their family, their baby boy Gavin who was born on January 9th weighing in at a "whopping" 9 lbs, 13 oz.!

During the D1 patrol, we heard word of our newly arriving crewmembers for the next inport. OS1 Corbett and OS3 Hiser will be joining the Mighty CAMPBELL crew in CIC where they will begin learning the ropes of underway life and daily operations. We extend a warm welcome to them and their families and look forward to their arrival. **THAT IS ALL!**



Cold Weather and Diesel Engines
By: LTJG Jonathan White

Cold weather, diesel engines, and urgency are not a good mixture as was clearly evident during the CAMPBELL's January D1 patrol. After experiencing several failures on our small boats due to the cold weather, A-Gang turned their wrenches, pumped watered-down fuel, and warmed engines for an entire day trying to get our OTH and RHI running again. What was the sense of urgency? Well, that was all for a 6-meter long NOAA buoy anxiously waiting to be towed back to its home after being adrift for several days. However, due to the relentless efforts of our engineers we were successful in getting both boats operational again. Boat engineers, MK3 Scovell, MK3 Tapia, and EM3 Hanlon, were always ready for small boat ops no matter the time of day or how many boardings we had already done that day.



Nevertheless, CAMPBELL's engineering department trudged on, keeping the ship ready for its various law enforcement missions during a grueling D1 patrol. Even though we were out for only two weeks, by the time we hit Boston everyone was convinced two months had gone by. This was summed up very well by EM3 Cagle when he said "I haven't slept yet!" A major factor in the engineers' tremendous workload was the fact that several key members were TAD or otherwise not able to get underway with us, including our very own Engineer Officer, LT Erdman. When we arrived at Boston everyone breathed a sigh of relief, but that may have been a little too soon. While trying to shift power to run off of the shore ties, CAMPBELL experienced a catastrophic failure that blew a fuse and prompted the setting of General Emergency due to the suspicion that a class Charlie fire had broken out in our switchboard. Luckily, nothing was on fire, and thanks to the extremely quick response of the Boston Fire Department we were more than ready just in case one did flare up. It just goes to show that we can experience a casualty at any time, even when spirits are high and the ship is shutting down.



A-Gang spent many man hours not only with the small boats, but also with the Reverse Osmosis (R/O) unit, ensuring that the low pressure pump and filters were operating so that there was an ample supply of fresh water for needs of the crew. The EM Shop was another division which had their hands full the entire patrol. The division led by EMC Johnson, EM1 McKee, and now-EM1 Blumberg, repaired the heaters on the bridge and laundry room, washing machines, the gyrocompass repeaters on the bridge, CAMPBELL's sternlight, and the air solenoid valve on the #1 main diesel engine. EM3 Naccarrato received Damage Control Petty Officer of the Quarter for his relentless hours tackling all kinds of projects over the past three months. Bravo Zulu to EM3!

Finally, we would like to welcome three new shipmates: FN Mayer, FN Baddorf, and FN Inman. FN Mayer and Inman were hard at work all patrol getting security watch stander qualified. FN Baddorf spent his patrol in the scullery as a mess cook, but will be standing watches in no time. With the absence of a chief in main prop, MK2 Nickerson showed a tremendous amount of leadership and organizational skills keeping the shop running in lock step. For a final parting shot, I would like to congratulate EM1 Blumberg for his recent advancement!

**From Towing to MSC Ops to Fisheries Boardings, WE DO IT ALL!
By: SN Scott Hunter**



Being home for the holidays with family and friends was nice during our December inport, but by January it was time to go out and do our jobs. Getting underway on the 3rd day of 2008, CAMPBELL knew exactly what needed to be done as they had already been tasked with a towing evolution. When we arrived at the adrift NOAA buoy, Deck Department went to work gathering all the material needed to tow a NOAA (National Oceanic and Atmospheric Administration) buoy that had drifted away due to the heavy weather, we were ready within hours. With some help from our Coxswains and a few Deckies, our Over the Horizon boat (OTH-B) crew hooked up the tow as the rest of the department worked on the fantail tending the tow line. With BM2 Alvarado in charge on the fantail,

everything went as planned when it was time to heave in 350 feet of cold, wet line. Deck Department shined that day getting CAMPBELL ready for her 100-mile buoy tow back to land.

Standing night watches in the freezing cold and morning watches in the freezing drizzle (known as frizzle by some QMOW's) was not pleasant or easy, especially for the four new break-in Helm and Lookouts. But under the instruction of the qualified Deckies, SN Monteiro, SN Miller, SN Redfield and SN Okleshen passed their boards and qualified which thickened the rotation and increased the amount of rest watchstanders had every day and allowed some senior helm and lookouts break-in as Boatswain's Mate of the Watch (BMOW's). With the help of Fitzhugh and SN Loring, I passed my BMOW board, and SN Hoenig passed his inport Security watch board and advanced to SN. BZ to everyone!

Patrolling in the North Atlantic brings boardings and we sure did some boardings. From fishing vessels to enormous cargo ships, Deck Dept stood ready to lower the small boats and assist the Boarding Teams with any help they required. Coxswain BM2 Alvarado made sure the boarding teams had a smooth ride to the vessel to be boarded. And with his prior knowledge boarding vessels in New York City, BM3 Bouchereau guided many of the Boarding Team members through the process of safely boarding tankers. Cool Beans, BM3!!



A short but fulfilling patrol, we will be saying goodbye's to some shipmates who will be missed for sure. SN Loring and SN Siepka will be departing CAMPBELL to attend Gunnery Mate "A" School in March and SN Fairbanks will be headed to Air Station Cape Cod during the next inport before taking off to Aviation Electronic Technician "A" School. Good luck shipmates! From navigating CAMPBELL in heavy seas to conducting small boat operations to standing watch outside in single-digit temperatures, everybody in Deck Department played their own important role this patrol. Being out to sea is a wonderful opportunity especially with such a close-knit group of guys. I wouldn't want to be out to sea with anyone else. We are all a family in Deck Dept and have to have each other's backs and trust one another in order to complete and get through our day-to-day tasks. But seriously, I think I speak for everyone in Deck when I say, 'now, it's time to go home'. Bravo Zulu to everyone in Deck Department for a great patrol!

"NOW MAN THE STARBOARD BOAT DECK!"

What's Cookin' in the Galley?

By: SNFS Ryan Walbridge



Left to right: FS3 Alexander and SNFS Walbridge thought they were done with the rolls- at least the ones baked in the oven that day... little did they know the seas' rolls would strike the ship at dinnertime.

My name is SNFS Ryan Walbridge and I have been stationed on the Coast Guard Cutter CAMPBELL for a month now. I have experienced many things while I have been aboard including heavy rolls, cooking for a hundred people by myself, and learning the ins and outs of the ship.

Cooking early in the morning is rough for some people. I myself like to get up early because I am a morning person. During the patrol, when we had to board a commercial vessel outside the port of New York/New Jersey at 6:00 am, I had to get up at 4:00 am so I could serve breakfast to the crew at 5:30 am. It was hard to get up that early but it's something you get used to. After waking up early another morning I was informed to go back to bed because the boarding was pushed back an hour. Meals are served three times a day not including mid rats for late night watch standers. Our schedule is constantly changing. As time goes by you learn to be flexible on a daily basis.

The shipmates that I work for are easy to get along with and will help you with anything that you need. It's great especially when you get stuck on

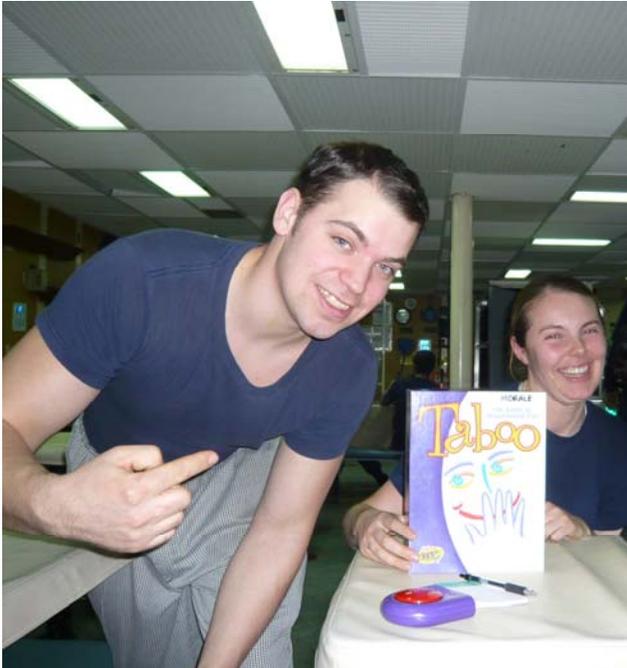
something, or need an extra hand with a meal, there's always someone close by to help. I am surprised on how insane it is to work while rocking back and forth. We only had a couple of days when it was hard to cook breakfast, lunch, and dinner but they were memorable. For our division it is impossible to completely secure for sea as we need pans and knives out to prepare the meals but it can get extremely dangerous once you add a great deal of movement to a kitchen area which is ideal when the ship is stationary. When you're cooking eggs in heavy weather, you have to start over a few times because the eggs run all over the griddle and you are not able to catch them before they spread so much that they are useless to serve. The scullery is also a danger zone especially with all of the hot water being used to clean the dishes and pans. It's rough but we try to keep it as safe as possible.

I enjoy working in the galley and around food; that is a big reason why I became a Food Service Specialist. My times in the galley since I arrived have been very fun but sometimes they can be annoying and discouraging. I had an incident in the galley when we hit some rough seas and felt some heavy rolls. I fell on my rear end, slid across the deck, and slammed my back into the trash can. Who says cooking isn't a sport?! This is just what happens when you are cooking in the galley underway.

I'm having a great experience and wish that more are soon to come. The CAMPBELL has a dynamic work environment but it has its times where you're glad to be aboard and away from the troubles that dwell on land. I am a reservist on an active duty contract and I am happy to be living the life of an active duty personnel. When it comes down to it, only certain people are cut out for a life at sea.

Good Ole Fashioned Morale
By: ENS Aimee Hart

CAMPBELL's Morale Committee worked to get some safe morale activities while transiting the rough seas



Taboo is the game of choice for FS3 Caldwell and much of the crew.

of the Northwest Atlantic. Board games, especially Coast Guard Monopoly and Taboo were big hits on the Messdeck after dinner! Apparently EMC Johnson and BMC Lounsbury have a sharp eye for the real estate/sector business ventures as they stomped all competition that came their way. Taboo was another morale booster for the crew and it became especially intense during the last game of the patrol as three teams of five people duked it out for the Champ title. Champs for 'Taboo Down' were ET1 MacDonald, OS2 Reid, ET3 Neve, GM3 Diaz, SNET Dyrdal, and SN Okleshen. All teams put forth a great effort and made for some heated Tabooing. Other non-contact morale events included a Bridge competition where 8 teams of 2 vied for the number one spot. Many of the crewmembers involved were not known to many as 'Bridge gurus' but now their supervisors have shown initiative and gotten that skill documented in TMT. Card games such as Texas Hold 'Em became permanent daily Messdeck morale. Apparently you can become a chronic poker player even when you don't gamble.

Another major morale activity that gave the crew a reason to stand-down from the daily grind was watching the NFC/AFC Championship games this year. Coordination was tight between the ET Shop with the

satellite placement, the bridge with course to steer and proximity to land, and the sports fans below who promptly called the bridge on the phone to give feedback on the reception. And with the resulting Champs: the New York Giants and New England Patriots, the lines were drawn on the ship as New Yorkers and New Englanders faced off and made their predictions as the Superbowl approached.

And when the crew made their New York City mid-patrol break, LTJG White the Morale Officer was able to get tickets to the *Late Show with David Letterman*. 15 crewmembers attended the show and sat in the audience while Dave had Julia Louis-Dreyfus (Elaine from the classic sitcom *Seinfeld*) visit the studio. Other morale came in New York City when FN Inman was able to meet up with his 'girlfriend' Sarah Jessica Parker, while she was at a shooting of *Sex and the City* in Times Square.





And despite the heavy pitches and rolls, we were able to enjoy a few days with splendid skies like the one above.

If you have a story either inport or underway which you would like to share, please let it be known in the next edition of the CAMPBELL Times. Also, if you would like to help write or format for the next edition, please let me know and you can be a part of the Staff! For submissions go to AHart1's public folder and add the submission into the CAMPBELL Times Submissions folder or contact me at Aimee.E.Hart@uscg.mil.