The History and Legacy of the United States Coast Guard Cutter BOUTWELL (WHEC 719)

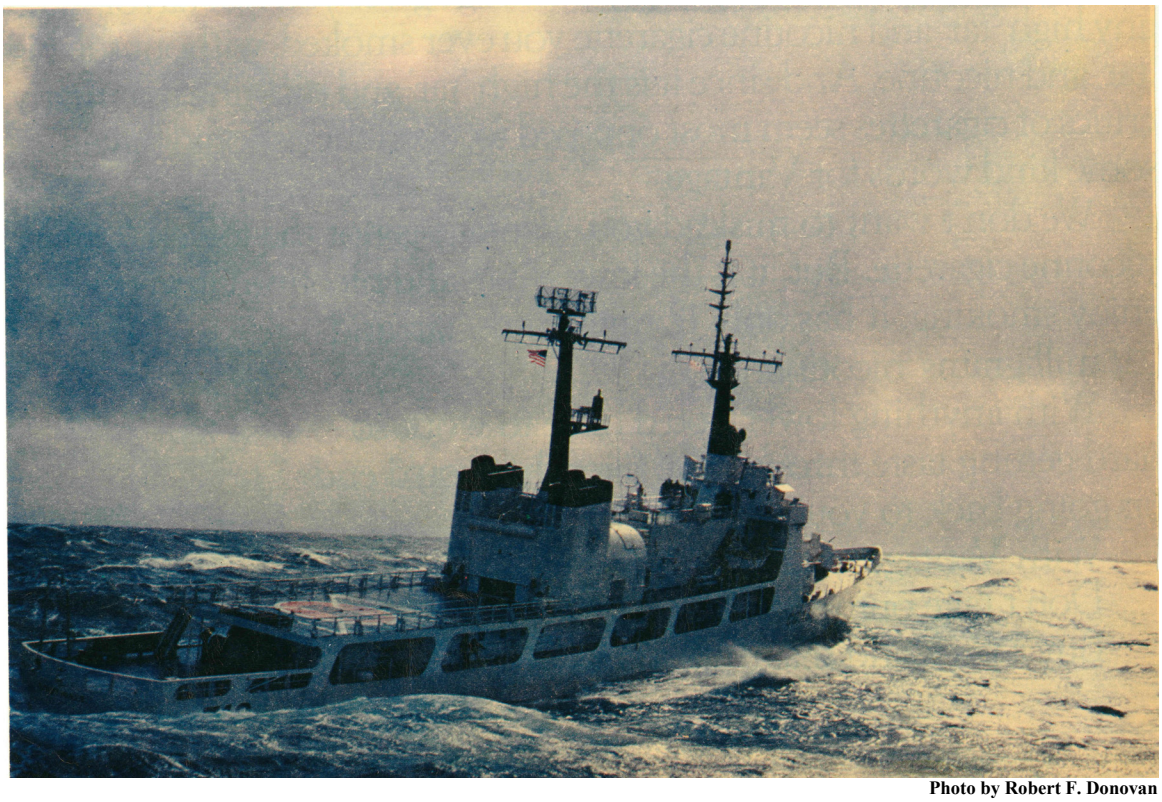

Photo by Robert F. Donovan

1966 – 2016

By

LT Gene F. Storer III, USCG
Weapons Officer (2014 – 2016)
Student Engineer (2012 – 2014)

with "The *Prinsendam* Rescue"

by

LTJG Brandy Thunborg, USCG
Student Engineer (2014 – 2016)

"I feel that the USCGC BOUTWELL will have a proud history and eventually earn some claim to fame, at least within the Coast Guard. This of course remains to be borne out of future events and how you handle them!" [1]
~ Captain F. J. Lessing
Commanding Officer (1972-73)

In *The U.S. Coast Guard Engineer's Digest* of 1963, Lieutenant Commander H. E. Russell discussed in great detail the Coast Guard's plan for a new High Endurance Cutter. Touted as a "new ship…with the present speed and high capability requirements to achieve performance worthy of a ship which may see the 21st Century," Mr. Russell foresaw a cutter that could easily perform in an era well beyond the 25 year service-life originally placed on it.[2] Fifty-two years after his prediction, the Coast Guard Cutter *Boutwell* (WHEC 719) and five of her sister ships continue to operate in 2016, with all 12 serving in the 21st Century. As *Boutwell* marks its 47th and final year of exemplary service to the United States, she stands as proof of Mr. Russell's prediction: a vessel that has stood the test of time – a 47-year-old platform with the mechanical and operational strength to face the daunting challenges and associated missions of the modern world. Throughout her distinguished career, *Boutwell* served in both domestic and international theatres, flexing her might in the dynamic and austere environments from the Caribbean, Mediterranean, and Persian Gulf, to the North Atlantic, Eastern Pacific, and Bering Sea. As her time in the Coast Guard fleet comes to a close, *Boutwell* will be remembered as an ambassador for global maritime cooperation, fierce combatant of narco-terrorism, protector of living marine resources, and safe haven for those in distress.

Hamilton-Class Cutter Overview

Coast Guard Cutter *Boutwell* (WHEC 719) is one of 12 Hamilton-Class, 378-foot, High-Endurance cutters, named after early Secretaries of the Treasury and Coast Guard Heroes. The class includes the cutters *Hamilton* (WHEC 715), *Dallas* (WHEC 716), *Mellon* (WHEC 717), *Chase* (WHEC 718), *Sherman* (WHEC 720), *Gallatin* (WHEC 721), *Morgenthau* (WHEC 722), *Rush* (WHEC 723), *Munro* (WHEC 724), *Jarvis* (WHEC 725), and *Mellon* (WHEC 726). Although 36 cutters of this class were originally planned, only 12 were ever built. All Hamilton-Class Cutters were constructed at the Avondale Shipyard in Westwego, Louisiana, from January 1965 to September 1972.[3]

Original Outfit and Configuration

The Hamilton-Class was designed to be an extremely versatile platform, capable of performing mid-ocean search and rescue, oceanography, law enforcement, and combat operations. Equipped with two 3,500 horsepower, 12 cylinder, Fairbanks Morse diesel engines and two 18,000 horsepower Pratt and Whitney gas turbines, they were the first U.S. vessels outfitted with combination diesel or gas turbine operation capabilities. Displacing nearly 2,800 tons, these cutters had a cruising range of 12,000 miles at 20 knots while operating in diesel mode. They could also achieve 29-knot speeds while operating on both main gas turbines. In order to achieve such speeds, they were outfitted with two inward rotating, four blade, 13-foot, controllable pitch propellers; the largest of this kind ever installed on a U.S. ship at the time. Rounding out their propulsion plants, they also had a 360 degree retractable bow propulsion unit which could be used for station keeping and maneuvering in restricted waters.[4]

Apart from their enviable propulsion plants, the High-Endurance cutters were also outfitted with an array of sensors and weapons. In order to conduct deep sea oceanographic data collection, each ship was equipped with an electro-hydraulic winch and bathythermograph winch capable of collecting salinity, temperature, and depth readings. Between the exhaust stacks and turbine intakes was located a weather balloon shelter and aerological office. Due to their research-oriented missions, each cutter also featured a wet and dry laboratory. With a fully outfitted combat information center, the Hamilton-Class was capable of serving in combat operations or as a sea-based rescue coordination center. The bow featured a 5-inch, 38 caliber gun controlled by the Mk-56 gunfire control system. Installed amidships were two Mk-32 torpedo mounts, each with three tubes, directed by the Mk-105 underwater battery fire control system. Additionally, each ship was outfitted with two 81-mm mortars and two .50 caliber machine guns. To aid in the execution of anti-submarine warfare as well as search and rescue operations, the Hamilton-Class had an unobstructed 80-foot flight deck as well as two 26-foot surfboats. [5]

Two additional design features of this class made them unique from previous Coast Guard ship designs. First was the particular attention paid to the habitability of its living spaces. With all fully air-conditioned and coated with a paint scheme that was chosen based on eye-resting colors, these spaces were designed to be comfortably inhabited during long journeys at sea. The second feature was the installation of a closed-circuit television system. Through a portable camera, as well as fixed cameras throughout the ship, activities such as flight operations, combat operations, towing, engine and machinery space operations, as well as damage control efforts could all be monitored on television screens located on the bridge, damage control central, and the ship's two repair lockers. [6]

378' Fleet Renovation and Modernization Program

During the late 1980s and early 1990s, the Coast Guard's Hamilton-Class cutters were overhauled during a major mid-life maintenance availability under the Fleet Renovation and Modernization (FRAM) Program. Following an agreement by the Navy/Coast Guard Board, this overhaul also included extensive upgrades to the cutters' combat systems and armament, most of which was installed after the completion of the FRAM overhaul. Besides the obvious benefit to the Coast Guard in improving an aging class, the U.S. Navy saw the FRAM Program as a relatively low cost investment from which they would reap a valuable force multiplier. At approximately the cost of building one navy Frigate, these 12 updated ships would offer modernized Anti-Surface and Anti-Submarine Warfare capabilities and a trained crew that could easily be called upon in a time of war.[7]

Engineering equipment overhauls and replacements as well as various configuration changes dominated the bulk of the FRAM Program workload. During the availability, both main diesel engines and both main gas turbines were removed and returned to their subsequent manufacturers for complete overhaul and returned in "like new" condition. The emergency gas turbine generator was standardized across the class with all being overhauled or replaced. All pumps, compressors, and valves on various systems were also upgraded or replaced. Various fuel tank and piping configuration changes were made and all tanks received a new coating system. The heating, ventilation, and air conditioning system was completely redesigned with any remaining components overhauled. In order to improve dated firefighting capabilities, an Aqueous Fire-Fighting Foam and HALON system was included in machinery spaces as well as the newly installed retractable hangar. A fuel probe system was also installed to aid at fueling-at-sea evolutions. [8]

Extensive hull plating and structural member replacement was required given most of the cutters had completed 20 years of service. Configuration changes included the relocation of the Combat Information and Communications Centers from the 01 and 02 decks in the superstructure to the third deck within the hull. After the relocation, berthing areas were created in the now open areas of the superstructure. The aft mast was updated to a tri-pod design in order to handle the weight of newly

installed combat systems. The deck house was extended to accommodate the control booth and loading space of the new deck gun (later called the gun deck). A retractable hangar was also installed on the flight deck in order to meet new helicopter storage and maintenance requirements.[9]

In addition to the hangar, various other improvements were made to enhance shipboard helicopter operations. A glide slope indicator was installed above the hangar to aid in nighttime approaches to the cutters. Deck status lights, deck and hangar wash lights, line-up lights, and wave-off lights were also installed to improve visual communications, enhancing flight crew and flight deck personnel safety during evolutions. [10]

Improvements in armament were also extensive as part of the FRAM Program. The Mk-36 Mod 1 Super Rapid Blooming Offboard Chaff launcher system was installed on the stardeck, aft of the pilothouse, which provided enhanced Electronic Counter Measures capabilities. The Mk-30, 5 inch gun was replaced by a more reliable and maintainable Mk-75, 76 mm gun system. The Mk-32 Surface Vessel Torpedo Tube was upgraded from the Mod 5 to the Mod 7. [11]

Various electronics upgrades and replacements were also accomplished during the FRAM availability. The AN/SPS-29D Air Search Radar was replaced by the AN/SPS-40B (later updated to the 40E). The Mk-92 Mod 1 Fire Control System replaced the dated Mk-56 Gunfire Control System, significantly improving the cutters' ability to track and engage surface and air contacts. A Raytheon Collision Avoidance System was added to the AN/SPS-64v Surface Search Radar (later replaced by the AN/SPS-73) which provided automatic tracking of contacts, enhanced collision avoidance, and computing of vessel intercepts and maneuvers. The Electronics Surveillance Measures suite was also improved with the addition of the AN/SLA-10B to the AN/WLR-1C (later upgraded to the WLR-1H). [12]

Post-Modernization Outfit and Configuration

Upon completion of FRAM, additional weapons systems were installed during subsequent availabilities. The Mk-15, 20 mm Phalanx Close In Weapons System (CIWS), two Mk-38, M242, 25 mm Bushmaster auto-cannons, and two quadruple HARPOON surface to surface missile (SSM) launchers were planned for install following the major renovation.[13] Although the Mk-15 CIWS and Mk-38 Bushmaster installations were completed in the early 1990s, the SSM launchers were only outfitted on a portion of the class before the entire program was scrapped in 1992.[14] Following the end of the Cold War, the U.S. Coast Guard and Navy decided that the current military threat no longer warranted the installation of SSM launching systems on Coast Guard cutters. In addition to this assessment, the anti-submarine warfare capabilities of the cutters was also considered unnecessary and all associated equipment was removed,[15] including the Mk-32 SVTT, AN/SQS-38 SONAR, Mk-309 Mod 0 Underwater Battery Fire Control and the AN/SLQ-25 (NIXIE) torpedo countermeasure system.

Coast Guard Cutter Boutwell History

Boutwell, like nine of her sister ships, was named after a former Secretary of the Treasury. *Boutwell's* namesake, George Sewall Boutwell, was born in 1818 in Brookline, Massachusetts. Prior to his years as Secretary, Boutwell served as a Democrat in the Massachusetts House of Representatives (1842-1844, 1847-1850) and later became Governor of Massachusetts in 1850. After serving two, one year terms, Boutwell left the governorship. Due to his stance on slavery, Boutwell also left the Democratic Party, later helping establish the Republican Party in 1855. During the Civil War, Boutwell joined the Union, serving first on a military commission in the War Department in 1862 and later as the first commissioner of internal revenue until 1863. In 1863, Boutwell was elected to the United States House of Representatives, serving a six year tenure. During that time he also served as one of the House

managers in the impeachment of President Andrew Johnson. Under President Ulysses S. Grant, Boutwell was selected to serve in the President's cabinet as Secretary of the Treasury, a position he held from 1869 to 1873. He would later leave the cabinet to fill a vacancy in the U.S. Senate where he served for four years. Under President Rutherford B. Hayes, Boutwell assisted in the codification of congressional laws in 1878 as well as served as the American counsel to the French and American Claims Commission. After refusing an offer by President Chester A. Arthur to return as Secretary of the Treasury, Boutwell lived out the rest of his life practicing international law and serving as counsel for the governments of Chile, Haiti, and Hawaii. Boutwell also served as a founding member and first president of the Anti-Imperialist League from 1898 to 1905. Boutwell died in 1905.[16]

Boutwell (WHEC 719) is the third and longest serving cutter named after the former Secretary of the Treasury. The first cutter to bear the name was built in Buffalo, New York, in the early 1870's at a cost of $70,000. The *Boutwell*, an iron hulled topsail schooner, had a semi-compound steam engine and a complement of 38 sailors. She was commissioned on October 29th, 1873, and patrolled along the southeastern coast with a directed monthly cruise to Jacksonville, Florida. In 1881, a hurricane forced her aground in the Savannah River causing extensive damage to her hull and machinery. She was refloated and repaired in 1882 and continued regular patrols along the eastern coast until her decommissioning on July 26th, 1907.[17,18] Twenty years later, the second *Boutwell* was built in Camden, New Jersey, at a slightly lesser cost of $63,173. *Boutwell* (WPC-130) commissioned on March 15th, 1927, and was originally stationed in New York. Like the other Active Class Patrol Boats, *Boutwell* was designed to monitor "motherships" during the Prohibition Era. In 1940, she shifted homeports to Panama City, Florida, where she remained during World War II.[19,20,21] In 1942, *Boutwell* was credited with rescuing the crews of the tanker *R.W. Gallagher*[22] and supply ship *Alco Puritan* after each was torpedoed and sunk by German U-Boats.[23] *Boutwell* was later decommissioned on May 7th, 1963, after 36 years of Coast Guard service.[24]

Early History (1966 – 1989)

On December 12th, 1966, over three years after the decommissioning of the previous ship to bear the name, *Boutwell's* keel was laid at the Avondale Shipyard in Westwego, Louisiana. At a cost of $14.5 million, the modern *Boutwell* cost more than 100 times the combined building costs of the previous *Boutwells*. On June 17th, 1967, six months into her construction, *Boutwell* was launched into the Mississippi River accompanied by an official ceremony. The honorable C. Douglass Dillon, former Secretary of the Treasury, was the principal speaker at the launch. Vice Admiral Paul E. Trimble, the Coast Guard's Vice Commandant, presided over the ceremony. Mrs. Dillon, the wife of the former Secretary, proudly served as the cutter's sponsor, breaking the commemorative bottle on the ship's bow and officially christening the *Boutwell* for sea.[25]

Boutwell commissioned on June 24th, 1968, in New Orleans, Louisiana. Her first Commanding Officer, Captain Robert Arthur Shulz, was an experienced cutterman with four previous commands including Commanding Officer of the Coast Guard Barque *Eagle.* Rear Admiral Ross Bullard, the Coast Guard's Eighth District Commander, presided over a ceremony that celebrated *Boutwell* as "the newest and finest cutter in the Coast Guard," flaunting her many operational capabilities and enhanced habitability. Lieutenant Commander John W. Kime, future Commandant of the Coast Guard, was *Boutwell's* first Engineer Officer.[26]

Following her commission, *Boutwell* sailed to her first homeport in Boston, Massachusetts. In September of 1968, *Boutwell* headed to Guantanamo Bay, Cuba for shakedown and initial crew training.[27] In December 1968, while underway in heavy seas, *Boutwell* experienced a significant casualty to her starboard Main Gas Turbine engine. At the time of the casualty, the turbine had experienced excessive

vibrations above allowable limits, forcing the engineering watch to secure it. Inspecting the turbine, the engineers discovered broken rotor blades on the turbine's gas generator, requiring the entire turbine's gas generator to be replaced. On January 2nd, 1969, *Boutwell's* engineers and technicians from Pratt and Whitney commenced work to replace the turbine. The job was completed on January 20th. Following the replacement, *Boutwell* conducted a mini-shakedown cruise on February 4th, successfully testing the newly installed gas generator.[28]

North Atlantic Operations

During the remainder of the 1960s and early 1970s, *Boutwell* was assigned to ocean weather station duty and mid-ocean search and rescue operations in the North Atlantic Ocean. A typical patrol at an ocean weather station was 21 days, during which time the ship collected oceanographic and atmospheric data. Surface weather observations were transmitted every three hours with instrumental balloon data collected every six hours. Weather balloons provided air temperature, humidity, pressure, and wind direction and speed up to elevations of 50,000 feet. A radio beacon would transmit the ship's location so that overflying aircraft could locate them and collect the recorded data.[29] In January of 1970, Captain Schulz was relieved by Captain Roy K. Angell, who served as *Boutwell's* Commanding Officer for the next two years.[30]

On April 10th, 1971, while assigned to Ocean Station Bravo, Dr. James M. Weiner, a U.S. Public Health Service physician who was temporally assigned to the *Boutwell*, fell overboard into the frigid North Atlantic waters approximately 400 miles northwest of Labrador, Canada. After less than six minutes in the water, Dr. Weiner was recovered in critical condition. *Boutwell* contacted the Canadian air force who promptly dispatched a CH113 helicopter with medical personnel aboard. Dr. Weiner was transported to Goose Bay, Canada, were we was later transported by a U.S. C90 aircraft to McGuire Air Force Base in New Jersey. Upon arrival to the hospital, Dr. Weiner was placed in the intensive care unit, suffering from exposure and pneumonia.[31]

While inport Base Boston on February 4th, 1972, a Change of Command Ceremony was held at which Captain Angell was relieved by Captain Frederick J. Lessing.[32] Captain Lessing was a graduate of the Merchant Marine Academy and commissioned in the Coast Guard upon graduation. Prior to taking command of *Boutwell*, Captain Lessing had served in World War II, the Korean War, and in the Vietnam War.[33] Not long after the ceremony, *Boutwell* got underway for a routine weather station patrol.[34]

While serving as an ocean weather station at the end of February, *Boutwell* was dispatched to a location 600 miles northeast of St. John's, Newfoundland, to serve as a search and rescue unit for a disabled Soviet H-2 nuclear-powered submarine. A U.S. Navy P3 Orion maritime patrol aircraft spotted the 345-foot submarine during a routine surveillance flight from Iceland.[35] Despite *Boutwell* signaling the sub with her lights to indicate an offer of assistance, no response was ever received.[36] For nine days, from February 26th to March 5th, *Boutwell* battled 60-foot seas and 80 mile per hour winds, remaining on scene with the disabled submarine and ready to render immediate assistance if required. On March 5th, *Boutwell* was relieved by the *Gallatin* who remained on scene until the 21st. While *Boutwell* maintained station alongside the sub, various Soviet vessels arrived to render assistance. Eventually, the Soviet submarine was safely towed to a Russian port.[37] For her efforts, *Boutwell* received a Meritorious Unit Commendation from the Secretary of the Navy.[38]

In April of 1973, after 25 years of continuous patrols, the Coast Guard announced the discontinuation of the ocean weather stations.[39] With new satellite technology capable of weather observations and newer jet aircraft that no longer relied on ocean weather station data, the weather stations became obsolete, with all being discontinued or replaced with weather buoys by 1977.[40] With the

closing of the weather stations, the Coast Guard increased their focus on fisheries patrols in Alaska. The shift in priorities also meant a new homeport for the recently commissioned *Boutwell.*[41]

North Pacific and Bering Sea Operations

In July 1973, after over five years of service to the Coast Guard's Atlantic Area, *Boutwell* departed Boston for her new homeport in Seattle, Washington.[42] During the transit to Seattle, on August 19th, *Boutwell* received word of a fishing vessel taking on water about 40 miles northwest of Depoe Bay, Oregon. *Boutwell* diverted her course and arrived on scene with the 52-foot fishing vessel *Juliette* and immediately began dewatering efforts. *Boutwell's* crew was able to stop the flooding and escorted the fishing vessel to safety. Even before arriving at her new home on the West Coast, *Boutwell* was already proving to be a valuable asset to the Coast Guard's Pacific Area.[43]

Less than a month later, on September 8th, *Boutwell* departed on her first of many patrols in the Gulf of Alaska and Bering Sea. This 44-day patrol, like the many others that followed, was part of a year-round effort by the Coast Guard and National Marine Fisheries Service to impede illegal foreign intrusion and exploitation of marine resources in Alaskan waters.[44] On October 17th, while on a routine patrol in Alaska, *Boutwell* was diverted to assist the 35-foot fishing vessel *Sundance* which was taking on water north of Kodiak. Battling 12-foot seas and 50-knot winds, *Boutwell* was able to send a repair party over and control the flooding. She later escorted the fishing vessel safely to Kodiak, [45] receiving a letter of gratitude from one of the crew members as well as accolades from the Alaskan Senator, Ted Stevens.[46]

In the fall and winter of 1973, *Boutwell* was tasked with two unfortunate cases that ended in tragedy. On October 17th, the 85-foot crabber *Dauntless* departed Ketchikan enroute to Dutch Harbor, never to be heard from again. *Boutwell* and seven aircraft spent several days searching for the four-member crew but no sign of the vessel was ever found.[47,48] Following that patrol, Captain Lessing was relieved by Captain Robert J. Hanson.[49]

In the midafternoon of December 18th, *Boutwell* was inport Seattle with her crew on 72-hour standby leave. [50] On that day, the *Oriental Monarch* made a distress call stating "SS *Oriental Monarch.* Taking on a lot of sea water in Engine room. Emergency for men life (sic). One boat left ship. Send help. Master."[51] The distress call was made as she was sinking 500 miles off Victoria, British Columbia. *Boutwell's* crew was recalled, and by 7 pm on December 19th, Captain Hanson proceeded to get *Boutwell* underway with less than 100 of her 160-man crew. As she made her way out to sea, *Boutwell* immediately began battling heavy seas in her sprint to the distressed vessel.[52] The 10,000 ton freighter *Oriental Monarch* had loaded 13,000 tons of wheat from Astoria and Vancouver before departing for Japan on December 16th. It was speculated that the *Oriental Monarch* lost power in 30-foot seas and 60-knot winds, resulting in the vessel taking punishing waves broadside.[53] The crashing waves caused the freighter's cargo hatches to lift, allowing water to enter the hold and causing the wheat to swell with destructive force.[54] Nine hours after the call, the Liberian freighter sank in gale force winds and heavy seas approximately 520 miles northwest of Victoria. Despite responses by Japanese, Russian, Canadian, and American aircraft and vessels, the entire crew died in the frigid waters.[55] In this extremely unfortunate case, *Boutwell* served as a recovery vessel, battling heavy winds and seas to remove 31 deceased crew members still wearing life jackets from the water. Six members of the ship's crew were never found. *Boutwell* returned to Seattle on December 22nd to transfer the victims to medical examiners for identification.[56]

After a brief inport period following the *Oriental Monarch* case, *Boutwell* set sail for San Diego in March 1974, to conduct refresher training in damage control, engineering casualties, communications, and nuclear, biological and chemical defense.[57] Upon completion of refresher training, *Boutwell* participated in a combined U.S. Third Fleet and Canadian naval training exercise named "Bead Coral."

The exercise, which involved 20 ships, 120 aircraft, and 120,000 serviceman, emphasized anti-submarine and air defense warfare tactics.[58] After the early summer exercise, *Boutwell* was tasked with manning Ocean Station November between Hawaii and San Francisco from mid-May to mid-June. On June 11th, *Mellon* arrived on station to relieve *Boutwell.* During the relief, a fuel line broke loose, spraying fuel onto one of the *Boutwell's* main diesel engines. The fuel ignited, causing a devastating fire to break out in the engine room. Although the ship's crew were able to subdue the fire, one main diesel engine and one main gas turbine were damaged in the blaze. Despite the damage, *Boutwell* was able to sail home to Seattle for repairs under her own power.[59]

In mid September 1974, *Boutwell* again set sail for a six-week Alaska Patrol in which she conducted living marine resource protection and enforcement as well as oceanographic research operations.[60] During the short patrol, her law enforcement personnel conducted several boardings of foreign fishing vessels.[61] *Boutwell* returned in mid November to her homeport of Seattle, just in time for the holidays.[62] In December, Captain Hanson was relieved by Captain John C. Guthrie Jr.,[63] a seasoned cutterman who had held previous commands of the cutters *Staten Island* (WAG-278)[64] and *Kukui* (WAK 186).[65]

Boutwell continued her normal pattern of refresher training and Alaska Patrols in 1975. She departed in January for a six week training in San Diego,[66] followed by two, one and a half month Alaska Patrols in the spring[67] and fall.[68] During the spring patrol, *Boutwell* took part in four search and rescue missions and routine fisheries boardings in addition to making visits to Kodiak and Adak, Alaska.[69]

On January 16th, 1976, while inport in Seattle, *Boutwell* was dispatched on a search and rescue mission after the Panamanian freighter *Caspian Career* was reported in distress. The 476-foot freighter was reported in very serious trouble after suffering structural failures and cracked plating in her cargo hold approximately 1,100 miles west of San Francisco.[70] When the *Caspian Career's* 34-person crew attempted to dewater the hold, the pumps were quickly clogged with the freighter's cargo of potash.[71] In desperation, the crew began bailing out water with buckets. With over 20 feet of water in her cargo hold, the bulkheads of the adjoining hold began to buckle under pressure. *Boutwell* arrived on scene and immediately began assisting with dewatering. After an exhaustive effort, the water level dropped to 10 feet and holding, allowing the vessel to reach San Francisco on January 23rd under escort from the Coast Guard Cutter *Resolute* (WMEC 620).[72] Both Coast Guard cutters were later commended by Vice Admiral Joseph J. McClelland, the Coast Guard's Pacific Area Commander,[73] and the vessel's owners, Prompt Shipping Corporation Ltd. of Hong Kong, for their valiant efforts.[74]

Boutwell would later depart on a six-week Alaska Patrol in the spring of 1976.[75] On April 24th, *Boutwell* assisted the National Oceanic and Atmospheric Administration ship *Surveyor* after she suffered a significant reduction gear casualty. *Boutwell* towed the disabled vessel to Kodiak were she was quickly repaired. Had *Boutwell* not been able to assist, the *Surveyor* would have been forced to operate the damaged equipment, and, assuming she would have made it to Kodiak, the ship would have been laid up for a year pending advanced repairs and re-fabrication of her gears.[76] Following her Alaska patrol, *Boutwell* participated in a joint exercise off the coast of southern California from June 21st to June 30th, 1976.[77] Named Operation READIEX 4-76 and involving 14 ships and more than 9,500 servicemen, the exercise was designed to test and improve the readiness of the U.S. Third Fleet. During the operation, anti-submarine and surface warfare tactics were exercised in addition to missile firings.[78] Following the exercises, on July 23rd, Captain Guthrie was relieved by Captain Richard T. Brower, Jr., [79] a 1954 graduate of the Coast Guard Academy.[80]

Under new command, *Boutwell* again departed for an Alaska Patrol in the summer. Upon completion of the patrol, while transiting home to Seattle on October 11th, *Boutwell* was diverted to assist the *Blue Swan*, a 32-foot fishing boat that was sinking off the coast of Victoria. *Boutwell* arrived in time

to assist with dewatering before transferring the fishing vessel to the 82-foot cutter *Point Bennett* (WPB 82351) for escort to safety.[81]

With the passing of the Fishery Conservation and Management of 1976, which extended the United State's Exclusive Economic Zone out to 200 miles, *Boutwell* saw more extensive and longer patrols in the Bering Sea. At the time of its passing, Alaskan waters generated nearly 10 percent of the world's living marine resources.[82] In the spring of 1977, *Boutwell* departed Seattle for an 11-week patrol in the Bering Sea and Gulf of Alaska. During that time she enforced the recently passed law as well as conducted various search and rescue operations.[83] The first of these operations included the medical evacuation of an injured Japanese fisherman from the trawler *Jikyu Maru* on May 15th.[84] A month later, *Boutwell* rescued four men from a life raft after their motor vessel, the *Ahaliq*, sank along with the ship's captain about 45 miles north of Port Heiden off the Alaska Peninsula.[85] *Boutwell* returned to Seattle in mid-July after spending Independence Day in Juneau, Alaska. After only a few weeks inport, *Boutwell* returned to Alaska for a three month patrol.[86] Throughout the patrol, 69 foreign fishing vessels were boarded to ensure compliance with newly passed conservation law.[87]

Following her winter Alaska Patrol, on January 3rd, 1978, *Boutwell* pulled into the Lockheed yards in Seattle to undergo a $1 million replacement of her sewage system. While in the yards that May, Captain Brower was relieved by Captain John P. Flaherty, [88] former commanding officer of the cutters *Juniper* (WLM 244) and *Resolute* (WMEC 620).[89] Following the replacement in early July,[90] *Boutwell* again headed south to San Diego to conduct a six-week operational refresher training in the summer of 1978. Apart from the training exercises, *Boutwell* also conducted a live gunnery exercise as well as sensor calibration at San Clemente Island and Long Beach, respectively.[91] Later that year, *Boutwell* departed for yet another Alaska Patrol. During the patrol, she conducted surveillance operations and 39 law enforcement boardings on Japanese, Soviet, and South Korean fishing vessels. While transiting home in December, *Boutwell* participated in a search and rescue case west of Kodiak Island. Using her helicopter, *Boutwell* located an overturned crab boat, later rescuing its only survivor.[92]

Boutwell would continue cyclical patrols in Alaskan waters during 1979, conducting patrols shortly after the New Year[93] and later in the summer[94] of that year. During the 60-day winter patrol, *Boutwell's* law enforcement teams conducted 11 foreign fishing vessel boardings, issuing five citations.[95] In late May and early June, *Boutwell* headed to a short drydock period for repairs in Lake Union, just north of Seattle.[96] During the summer patrol, *Boutwell* participated in Operation ARCTIC WEST, earning her blue nose and becoming the second Hamilton-Class cutter to cross the Arctic Circle. While on patrol, *Boutwell* executed 15 law enforcement boardings of foreign fishing vessels in addition to two search and rescue cases. She returned home from the 90-day patrol on August 19th.[97]

The Prinsendam Rescue

For the *Boutwell* crew, the 1980's began in much the same manner as they had for the past seven years. During the spring, *Boutwell* conducted a two-month Alaska Patrol in which she completed 20 law enforcement boardings of foreign fishing vessels in addition to responding to four search and rescue cases.[98] Following the patrol in July, Captain Flaherty was relieved by Captain Leroy G. Krumm.[99] Later that year, *Boutwell* departed on a second patrol, one that would put her name on the headlines of newspapers across the world.

On October 4th, 1980, *Boutwell* was moored in Juneau, Alaska, participating in the city's centennial celebration when, at 1:40 am, she received tasking to get underway in support of an urgent search and rescue case 429 miles east of Kodiak. At 1:00 am, in the early hours of the 4th, Communication Station San Francisco had received a distress call from the luxury liner *Prinsendam*

reporting an out of control engine room fire. The hours and days that followed marked what has become known as one of the most miraculous air and sea search and rescue missions of all time. [100]

The *Prinsendam* was the newest of five luxury liners owned by Holland/American lines of the Netherlands. It was 427 feet long with a breath of 62 feet and a draft of 19 feet. Its cruising speed was 19 knots and it had a gross register of 9,000 tons. As a cruise ship, the *Prinsendam* was known for its amenities and creature comforts. Among these were a swimming pool, restaurant, three bars, a cinema, a shopping center, and 209 staterooms. The *Prinsendam* began its voyage in Vancouver, British Columbia, on Tuesday, September 30th, 1980. It was to be an extensive 31-day cruise through the inside passage of southeast Alaska to Ketchikan, Shanghai, Hong Kong, and Singapore. A total of 519 persons were aboard the vessel including 164 Indonesian crew members, 26 Dutch officers, and 329 passengers, most of whom were elderly.[101]

The eventual rescue of the *Prisendam's* entire crew and passengers was a joint effort by the U.S. Coast Guard, U.S. Air Force, Canadian Armed Forces, and the Merchant Marine. *Boutwell* was among the first to respond, along with Coast Guard Cutter *Woodrush* (WLB 407), Coast Guard Cutter *Mellon* (WHEC 717), four H-3 helicopters, two HC-130 cargo planes, two CH-46 Canadian Armed Forces helicopters, and three Canadian fixed wing aircraft. Additionally, the U.S. Air Force supplied an H-3 helicopter and an HC-130 refueler. The 1,000 foot tanker *Williamsburgh* also played a pivotal role in the rescue, as it was equipped with a helicopter pad and had room to house a majority of the survivors.[102]

By 5:12 a.m. on the 4th, the fire had spread forward and upward, eliminating the ship's power and firefighting capability. At 5:15 a.m., the order was given by the Master of the *Prinsendam* to abandon ship. Six lifeboats, one covered motor launch, and four life rafts were launched into 5 to 10-foot seas with 10 to 15-knot winds. Only 50 members of the crew were left on board to attempt to fight the fire. Stormy weather approached as helicopters started lifting survivors to the tanker *Williamsburgh*. The weather deteriorated steadily during the night and hoisting operations became increasingly difficult. At 1:45 p.m., *Boutwell* arrived on scene as winds reached over 25 knots and the seas grew to 20 to 35 feet. The *Williamsburgh* headed for Yakutat, Alaska, and remaining survivors were quickly recovered by *Boutwell*. By 4:30 p.m, only one lifeboat of survivors remained to be transferred. At 6:45 p.m. all 519 survivors were believed to be accounted for by either *Boutwell*, the *Williamsburgh*, or in Sitka. Once onboard, survivors received immediate medical attention, blankets, and food. With the known survivors safe, several vessels were released from the rescue operations, but *Boutwell* remained on scene in order to serve as a landing platform for a helicopter medical evacuation of two serious medical cases. [103]

Once a head count of survivors was conducted, it was discovered that two Canadian Air Force pararescuemen were unaccounted for, having last been seen in a lifeboat with about 18 other survivors. *Boutwell* and *Woodrush* commenced a search for the lifeboat at 12:15 a.m. on Sunday, October 5th. Within 45 minutes of returning to the scene, the craft was located by *Boutwell* and all 18 survivors and both pararescuemen were taken aboard.[104] Later that day, *Boutwell* sailed into Sitka with 83 passengers, followed closely by the *Williamsburg* which arrived in Valdez with more than 380 survivors.[105]

In the days that followed, the *Prinsendam* continued to smolder. On October 7th, once most of the smoke had subsided, the ocean-going tug *Commodore Straights* placed the *Prinsendam* in tow. Progressive damage due to "hot spots" left over from the intense heat of the fire made the *Prinsendam* increasingly difficult to tow. By Thursday, October 9th, the upper decks were extensively burned out and the bridge area was at the point of total collapse. Having sustained significant damage including the failure of multiple port lights in her lower decks, water was able to penetrate the hull. By Friday, October 10th, the *Prinsendam* had a 35˚ list. The list had increased to 40-45˚ by Saturday and at 3:30 a.m. that same day, the *Prinsendam* rolled on its starboard side and sank within 3 minutes into 9,000 feet of water.

[106] For "the valiant persistence, professional skill and untiring efforts" of *Boutwell's* crew during the entire ordeal, the ship was awarded the Coast Guard's Unit Commendation.[107]

A few weeks after the famous *Prinsendam* rescue, *Boutwell* was again diverted on a search and rescue case 740 miles southwest of Kodiak. The offshore drilling platform *Dan Prince*, which was being towed by the tug *Smit New York* from Alaska's Norton Sound to a location off the Ivory Coast, transited into a low pressure system with 60-knot winds and 30-40 foot seas. The harsh weather caused her helicopter landing platform to collapse, severing her tow line and damaging her ballast tanks.[108] After drifting for two days, *Boutwell* arrived on scene on October 20th, standing by as the rig was again placed in tow. [109] Later that evening, all 18 men stationed on the 208-foot rig were removed after it became apparent that weather was hindering dewatering efforts in two of the platform's ballast tanks.[110] The next morning, on October 22nd at 5:25 a.m., the *Dan Prince* capsized and sank in heavy seas.[111]

On November 7th, *Boutwell* returned to a hero's welcome in Seattle, having completed its most unique and challenging Alaska Patrol to date. Upon her return, *Boutwell* received a fireboat water salute and was later greeted at the pier by Rear Admiral Charles E. Larkin, the Coast Guard's Thirteenth District Commander, survivors of the *Prinsendam* rescue, Henry Hopkins, honorary consul for the Netherlands, city and Port of Seattle officials, as well as the families and friends of the crew. The ceremony honored *Boutwell* for her crew's exemplary performance during the *Prinsendam* and *Dan Prince* rescues, both of which ended with no loss of life.[112]

After less than a month inport, *Boutwell* departed for various military exercises off the southern California coast. From December 8th through the 15th, *Boutwell* participated in Operation READIEX 1-81, a maritime combat readiness exercise with the U.S. Navy.[113] Shortly after, *Boutwell's* crew participated in another naval exercise, KERNEL USHER 1-81. This multi-ship amphibious exercise focused on anti-air and anti-missile defense tactics in addition to special operations with underwater demolition teams and the U.S. Navy SEALS.[114] Apart from *Boutwell*, 1,500 U.S. Marines, five U.S. Navy amphibious assault ships, one Forrest Sherman-class destroyer, and one attack submarine participated in the multi-day exercise.[115]

At the beginning of 1981, *Boutwell's* crew enjoyed a short inport in Seattle before departing on yet another two-month Alaskan Fisheries Patrol. The patrol included 11 boardings of foreign fishing vessels from Poland, Korea, and Japan, as well as critical habitat preservation off the coast of Attu Island.[116] On March 9th, *Boutwell* was tasked with assisting the U.S. Navy in neutralizing a potential pollution hazard just off the western coast of Attu Island. The 291-foot Korean freighter *Daerim* was aground, having been taken in tow by a Soviet salvage ship earlier in the week and subsequently released. The *Daerim* had caught fire on February 27th with only two of her 26 crewmembers rescued after abandoning ship. With 110,000 gallons of diesel fuel onboard, the ship had the potential to wipe out an entire flock of birds that normally nested on Attu Island during the early spring. The adjoining area was also a habitat for thousands of sea lions and other marine mammals.[117] Using *Boutwell* as a platform, members of the Navy Explosive Ordnance Disposal team set off high explosives to vent and burn off the remaining fuel. Despite the explosives used, two tanks failed to puncture during the operation. In order to vent the final tanks, *Boutwell's* gun crews raked the ship with machine gun fire, successfully puncturing both.[118]

During the following Alaskan Fisheries Patrol in the summer of 1981, *Boutwell* conducted routine inspections of foreign fishing vessels and ensured compliance with the 200-mile fishing conservation zone. During the patrol, *Boutwell* rescued two Japanese crewmen who were injured after an explosion occurred in the engine room of their fishing trawler.[119] While transiting home on August 28th, *Boutwell*

was diverted to assist the U.S. Navy's Third Fleet and Canadian Maritime Force Pacific in a surveillance operation after spotting a Soviet flotilla in the Gulf of Alaska.[120] A Soviet Patrol unit including a Kara-class missile cruiser, two Kirva-class guided-missile frigates, a replenishment ship, and a suspected submarine were transiting south along the Pacific Coast, coming closer to the U.S. western coast than they had in nearly 10 years.[121] Their presence was attributed to a Soviet display of forces after two Libyan fighters were shot down by American planes in the Mediterranean.[122] *Boutwell* tracked the Soviet ships as they transited south, later being relieved by Canadian forces.[123] Following the Alaska Patrol and a short inport, *Boutwell* headed south to San Diego for her yearly six-week refresher training.[124]

Death, Drugs, and Sabotage: The "Orca" Interdiction

On June 20th, 1982, after a recent departure from a port call in Anchorage during a routine Alaskan Fisheries Patrol, *Boutwell* was steaming in the Gulf of Alaska when a 39-foot sailboat was sighted approximately 700 miles south of the Aleutian Island chain. Due to the sailboat's size and distance from land, Captain Krumm became suspicious and decided to send a boarding team over to conduct a vessel safety inspection. During the inspection, the boarding party discovered numerous foil and plastic wrapped packages that the *Orca's* crew claimed were filled with dried fruit. Once the boarding officer, Jack Rutz, informed the skipper, John Humphrey, that he intended to test the contents for drugs, Humphrey said "how about for $100,000 we don't proceed any further and you just look the other way."[125] Declining the skipper's offer, one of the packages was tested and found positive for marijuana. The crew was taken into custody and the *Orca* and her cargo were seized. In total, the 580 packages, each weighing an estimated five pounds, contained more than 3,100 pounds of high-grade southeast Asia marijuana, with an estimated street value of $3 million. A shotgun, rifle, and .45 caliber handgun, as well as a small amount of cash were also found onboard. After transferring the *Orca* crew to *Boutwell,* the ship was placed in tow and *Boutwell* set her course for Dutch Harbor. The *Orca* interdiction marked the first marijuana interdiction by an Alaskan-waters cutter in the Coast Guard's history.[126]

After the interdiction, crewmembers regularly joked about stealing the *Orca's* leafy green cargo. Unfortunately for Captain Krumm, the joke quickly became a sad reality that plagued the *Boutwell* on its transit to offload the contraband. On the night of June 22nd, a watchman on a round of the ship discovered 50 gallons of fuel sloshing around in *Boutwell's* steering room. The casualty was suspicious and it didn't take long before other signs of trouble were found including a severed fuel line and damaged electrical connecters to the emergency gas turbine generator, *Boutwell's* emergency power supplier.[127] In the engine room, lubricating oil had been drained from one of *Boutwell's* primary generators in an attempt to permanently damage the engine.[128] Crewmen also discovered a fire hose shoved into a fuel tank opening in an attempt to contaminate and disable *Boutwell's* propulsion engines. Fireman D[redacted] B[redacted] was found nearby and immediately questioned for his involvement. It didn't take long for B[redacted] to implicate himself and another, Seaman Apprentice M[redacted] G[redacted], in a sabotage attempt which could have disabled *Boutwell* hundreds of miles from land with no means of power generation or propulsion. B[redacted] and his accomplice had planned to disable *Boutwell* before floating back to the *Orca*, cutting the tow, and hijacking the vessel.[129] G[redacted] would later admit to conspiring with B[redacted] to commandeer the sailboat, stealing two survival suits as well as paint and brushes so that the *Orca* could be repainted after it was stolen.[130] After the discovery of the ill planned sabotage attempt, *Boutwell* changed course for Kodiak, fearing that other smugglers associated with the *Orca* might be in the area.[131]

On June 29th, seven days after the failed sabotage attempt, a second attempt was made on the *Orca's* marijuana. Seaman J[redacted] H[redacted] donned a wetsuit and lifejacket that night and attempted to get his hands on some of the *Orca's* cargo by floating down the towline. During the attempt, he fell into the water and became entangled in approximately 100 feet of line. One of the watchmen on duty that night thought he heard a shout for help which initiated a search of the area.[132] *Boutwell* came dead in the

water for five minutes, illuminating the entire area around the ship in search of the possible man overboard.[133] As *Boutwell* remained stopped, accountability was taken but H[redacted] was reported sleeping below decks by Seaman P[redacted] C[redacted], his accomplice in the scheme to retrieve the marijuana. The search was briefly called off since everyone was reportedly accounted for. Soon after, a head count was conducted and H[redacted] was discovered missing.[134] An announcement was made over the ship's intercom system, requesting H[redacted] report to the bridge. When no response was received,[135] an intensive search was initiated by *Boutwell*, a C-130 transport plane, and a helicopter. H[redacted]'s lifeless body was discovered seven hours later, having succumbed to exposure in the frigid Alaskan waters.[136]

C[redacted] would later admit to the scheme as well as for assisting H[redacted] into the water from the ship's fantail. In order to prevent the attempt from being reported, C[redacted] threatened the tow watch, Seaman D[redacted] J[redacted], and told him "to keep his mouth shut and see nothing." J[redacted] later failed on three occasions to report seeing H[redacted] go overboard when questioned by officers during the search, fearing repercussions from C[redacted].[137] B[redacted], G[redacted], C[redacted], and J[redacted] were all later convicted at Courts-Martial for their various involvements in the separate schemes.[138]

Boutwell finally arrived in Kodiak on July 2nd, ending an ordeal plagued by saboteurs and death. The marijuana was offloaded and turned over to the U.S. Drug Enforcement Administration with the *Orca* placed in the custody of U.S. Customs.[139] *Boutwell* returned home to Seattle on July 8th. Instead of the normal welcome afforded to cutters who have made notable drug interdictions, *Boutwell* and her Captain were instead greeted by reporters eager to hear of the unfortunate events which had overshadowed her historic seizure. For Captain Krumm, the patrol marked his last voyage on *Boutwell*, ending his highly successful tenure that included the *Prinsendam* and *Dan Prince* rescues.[140]

During the Orca crews' trial the following year, it was learned that the vessel had set sail from Singapore on April 30th, 1982, making a stop in the Philippines as well as a suspected stop in Thailand to onload marijuana. Based on navigational charts discovered on the vessel, it was determined that the smuggling crew had planned on sailing the *Orca* to the San Francisco area.[141] During the investigation, it was learned that the *Orca* was leased through a broker out of San Francisco and that the vessel's actual name was *Golden Egg.* The broker claimed no part in the smuggling attempt.[142] Humphrey and his two crewmen, Robert Smith and William Garbez, were later convicted of drug running and sentenced to eight, five, and four years in prison, respectively. At the time, the *Orca* interdiction had the largest amount of drugs ever to be the subject of a criminal case in the Alaskan federal court system.[143]

On July 22nd, less than a month after the *Orca* interdiction, Captain Krumm was relieved by Commander Peter A. Joseph[144] who had served as *Boutwell's* Executive Officer for 10 months before assuming Command. Commander Joseph was later promoted to the rank of Captain in August of 1982. His most recent assignments prior to Commanding *Boutwell* included Commanding Officer of the Cutter *Valiant* (WMEC 621) and Deputy Chief of Intelligence and Security at Coast Guard Headquarters in Washington, D.C.[145]

While on an Alaska Patrol, on March 12th, 1983, *Boutwell* was diverted to a search and rescue case after the fishing vessel *Sea Hawk* was reported in distress approximately 80 miles southwest of Dutch Harbor. The 72-foot vessel suffered a rudder casualty and later capsized. All six crewmembers were thrown into the water, with only five managing to don survival suits. The ship's cook, who was unable to don a survival suite prior to entering the water, was blown away from the other five members, and later perished. [146] In order to stay afloat, the *Sea Hawk's* five remaining crewmember's gathered barrels, pallets, buoys, and other debris from their sunken ship.[147] Battling blizzard-like conditions,

Boutwell made best speed towards the fishing vessel's last known position. Despite a 20-mile error in reported distress position, *Boutwell* located the survivors who had spent over an hour in the 33 degree water, promptly bringing them aboard.[148]

During a subsequent patrol to Alaska on July 25th, 1983, the 44-foot halibut trawler *Comet* made a distress call stating that she was in danger of capsizing and was taking water over the stern.[149] At the time the *Comet*, which was loaded with 30,000 pounds of Bering Sea halibut, was just 14 miles from the safety of Dutch Harbor, battling 30-plus-knot winds and 15-foot seas.[150] *Boutwell*, who happened to be in the area 20 miles north of Dutch Harbor, quickly responded and made preparations to assist.[151] In what may be *Boutwell's* fastest rescue, all four passengers were safely recovered from the water less than five minutes after abandoning the sinking boat.[152] For her rescue of the crews of the fishing vessels *Sea Hawk* and *Comet*, as well as her performance during the yearly refresher training and joint summer exercises, *Boutwell* was awarded the Coast Guard Meritorious Unit Commendation on March 5th, 1984.[153]

On August 25th, 1983, at a Change of Command Ceremony in Seattle, Captain Joseph was relieved by Captain John C. Trainor.[154] After serving two years as *Boutwell's* Commanding Officer, Captain Trainor was relieved by Captain Leo N. Schowengerdt Jr. in August of 1985. Captain Schowengerdt, a 1960 graduate of the Coast Guard Academy, was previously assigned as the Assistant to the Vice President and Director, National Narcotics Border Interdiction System in the White House, as well as Commanding Officer of the Cutter *Duane* (WHEC 33).[155]

In early September 1986, *Boutwell* participated in the tragic search for the crew of the fishing vessel *Normar II*. The 82-foot vessel had been reported missing by a Korean processing vessel on September 11th, which initiated a four day search by *Boutwell*, two C-130 aircraft, a helicopter, and 38 fishing vessels. The *Normar II* was discovered partially submerged about 120 miles northeast of St. Paul Island but sank before rescuers could arrive.[156] The search was briefly called off before being reopened for another two days the following week upon request from the family and friends of the four-person crew. Battling 40 mile per hour winds and 20-foot seas, *Boutwell's* search ended on September 17th.[157]

While underway in the Bering Sea in the winter of 1987, *Boutwell* was diverted on a rescue and assistance case approximately 200 miles southwest of Sitka.[158] The 125-foot trawler *Atlantic Pride* reported losing power in the area on February 3rd. In 30-foot seas and 40-knot winds, a wave had struck the trawler causing water to spill into her exhaust stack, subsequently disabling both of the ship's generators. With no power, the ship drifted in the heavy seas and began flooding until a C-130 cargo plane from Kodiak was able to successfully deliver dewatering pumps. The five-person crew was able to keep the flooding under control until the next day at midnight when *Boutwell* arrived. A rescue and assistance team was dispatched to the *Atlantic Pride* with the hopes that power could be restored and she could continue under her own power.[159] After those efforts failed, *Boutwell* placed the trawler in tow and steamed towards Sitka, safely delivering the ship on February 7th.[160]

Less than a week after the *Atlantic Pride* case, *Boutwell* was tasked with assessing a vessel abandoned and adrift 120 miles northwest of Dutch Harbor. The *Fukuyoshi Maru No. 85*, a 185-foot Japanese long-liner, was believed to have had a propane tank explode in the ship's galley, killing one man and injuring two other crewmen before the entire ship was engulfed in flames. Twenty-five other crewmembers safely abandoned ship to the safety of a sister ship operating nearby. When *Boutwell* arrived on scene, two crewmembers were sent over to the stricken ship to determine the feasibility of placing it in tow. After the assessment, it was determined that the vessel could only be safely towed to port in ideal weather conditions. Since a weather front was quickly approaching, *Boutwell* received permission from the vessel's owners to sink her. On Friday, February 13th, *Boutwell* shelled the *Fukuyoshi Maru No. 85* with her 5-inch deck gun, successfully sinking her.[161] *Boutwell* returned home from the patrol in late February.[162]

At the end of March, 1987, *Boutwell* arrived at the Fairhaven Terminal in Bellingham, Washington, for a seven-week drydock. During the drydock, *Boutwell* underwent nearly $1 million worth of maintenance including a hull inspection, reduction gear maintenance, engine maintenance, and overhauls of her sewage system and anchors. The drydock availability had to meet stringent deadlines so that *Boutwell* could sail on schedule for another fisheries patrol in Alaskan waters on June 1st.[163] On May 28th, with the drydock work winding down, a Change of Command ceremony was held in Bellingham at which Captain Schowengerdt was relieved by Captain Cecil W. Allison. Captain Allison's previous duties included Coast Guard Liaison Officer to Commander in Chief, Pacific Fleet, Liaison for Officer Maritime Defense Naval Zone to Commander, Third Fleet, and Executive Officer of the cutters *Vigilant* (WMEC 617) and *Hamilton* (WHEC 715).[164]

Following the drydock, *Boutwell* departed on an Alaska Patrol in the summer of 1987. On July 15th, while underway in the Bering Sea, *Boutwell* was diverted after receiving a distress call from the vessel *Galaxy* stating that they had a medical emergency onboard. Once on scene, a medic was dispatched to assess and assist the injured man. The crewman had been struck in the head by a swinging boom, gravely injuring him. While attempting to stabilize the crewman, the man died, succumbing to the injury four hours after the accident.[165] Following the Alaska Patrol, *Boutwell* sailed to San Diego for yearly refresher training. At the conclusion of the six-week training period, *Boutwell* returned to Seattle for a much-welcomed inport during Christmas and New Years.[166]

In January 1988, *Boutwell* set sail for Alaska. Around that time the Coast Guard was receiving reports of numerous suspected illegal incursions by foreign fishing vessels into the U.S. exclusive economic zone. From July to November of the previous year, Coast Guard and civilian surveillance flights discovered 94 foreign fishing vessels inside U.S. waters with another 75 observed fishing in the area known as the "doughnut hole." The "doughnut hole" is a nickname used to describe the area of ocean that is surrounded by, but outside of, the exclusive economic zones of Russia and the United States. These numbers led to suspicion that the doughnut hole was being used as a staging ground for foreign fishing vessels to sneak into U.S. waters under cover of darkness or severe weather and exploit its resources. By following these tactics, it became extremely difficult for Coast Guard cutters and surveillance aircraft to actually catch foreign vessels actively fishing in the U.S. waters.[167]

After attending training on foreign fishing vessels in Juneau, followed by fish identification school in Kodiak, *Boutwell* officially commenced her winter Alaska Patrol. Just two days after departing Kodiak, *Boutwell* was dispatched on her first of three search and rescue cases. Fighting heavy seas, *Boutwell* served as a landing and refueling platform for a helicopter that rendered assistance to the fishing vessel *Wayward Wind*, which reported taking on water south of Kodiak. Later in the patrol, the fishing vessel *Captain Billy* ran aground near Yunaska Island, requiring *Boutwell* to again serve as a landing and refueling platform for the assisting helicopter. [168]

During the patrol, on February 2nd, *Boutwell* seized the 200-foot U.S. fishing vessel *Alaskan Hero* for illegally transferring 450 metric tons of fish to a Japanese cargo ship on January 24th. The 499-ton Japanese cargo ship *Shinwa Maru* had been seized on January 30th while inport Dutch Harbor by the National Marine Fisheries Service. The ship, which did not have permits to operate in the Gulf of Alaska let alone permits to take cargo from U.S. ships, only held permits to serve as a support ship for foreign flagged vessels in the Bering Sea.[169] *Boutwell* escorted the *Alaskan Hero* into Dutch Harbor and stood by until the U.S. Marshall arrived. Both vessels were later bonded and released. In addition to the seizure of the *Alaskan Hero, Boutwell* also conducted numerous fishing vessel boardings throughout the patrol, issuing four warnings. [170]

During the second half of the patrol, *Boutwell* participated in an icing prevention and removal research project conducted by an engineer from the Navy's David Taylor Research Center in Annapolis, Maryland. The research included the testing of different ice phobic coatings as well as a deck deicer. In order to facilitate the project, *Boutwell* ventured into ice storms as well as purposely steered into the elements in order to force freezing ocean spray onto the ship.[171] *Boutwell* ended her Alaska Patrol with the rescue of a critically injured crewman from the Panamanian freighter, *Ikan Acapulco*. The Korean crew member had fallen, sustaining a critical head injury and breaking both arms. *Boutwell* steamed over 200 miles to reach the vessel, transferring a corpsman and interpreter to assist the patient. After the transfer, *Boutwell* and the *Ikan Acapulco* made best speed towards Kodiak, arriving 11 hours later in range of the air station. The patient, accompanied by *Boutwell's* corpsman and translator, were then flown to a nearby hospital for treatment.[172]

Following the Alaska Patrol, *Boutwell* returned to Seattle before departing in the early summer for the Portland Rose Festival. On June 8th, *Boutwell* kicked off the 80th Annual Rose Festival with her arrival to Portland, Oregon. *Boutwell*, led by the Portland's Fire Boat *David Campbell*, was the first U.S. military ship to make its way down the Willamette River.[173] She was followed closely by the guided missile cruiser USS *Valley Forge*, the Coast Guard Cutter *Iris* (WLB 395), the replenishment tanker USS *Kansas*, and the dock-landing ship USS *Mount Vernon*.[174] During the weekend, *Boutwell* hosted tours of the ship and a wardroom luncheon for the Junior Miss Rose Festival Princess and her court.[175] *Boutwell* departed Portland at the conclusion of the festival on June 13th.[176] For being "such great Coast Guard ambassadors" during the Festival, the crew received a personal thank you letter from Rear Admiral Theodore J. Wojnar, the Coast Guard's Thirteenth District Commander.[177]

Record Breaking Bust: The Encounter Bay Seizure

On June 28th, 1988, with the ship in port Seattle, the *Boutwell* Command was summoned by Coast Guard officials to be briefed on a developing drug shipment from the Far East. Attending the briefing were *Boutwell's* Executive Officer, Commander Dan San Romani, as well as the Operations Officer and Weapons Officer.[178] Captain Allison would later get *Boutwell* underway but not before telling his wife, Mrs. June Allison, "Have a happy Fourth of July…watch the news." *Boutwell* would later be involved in what was, at the time, the largest maritime drug raid in West Coast History.[179]

Two days after the briefing, a Coast Guard C-130 patrol aircraft from Sacramento, California, was dispatched and located a flagless offshore oil rig supply ship approximately 500 miles west of the Straits of Juan de Fuca.[180] Quickly recognizing the aircraft as a Coast Guard surveillance flight, the suspect vessel came about, making best course and speed away from the Washington Coast. *Boutwell* quickly responded, running down and intercepting the fleeing 187-foot vessel.[181] Despite signaling the vessel by radio, flag, light, and bullhorn, the ship refused to respond to *Boutwell's* presence and orders to stop. While alongside, *Boutwell's* crew was able to make out the word "Panama" in obscured lettering.[182] With an indication of the vessel's nationality, *Boutwell's* command requested a Statement of No Objection from the Commandant of the Coast Guard to stop and board the vessel.[183]

After receiving permission from the Panamanian Embassy to conduct a law enforcement boarding, *Boutwell* ordered the *Encounter Bay* to heave to so that she could be boarded. Again, no indication of compliance was received from the *Encounter Bay.* Faced with mounting evidence of illegal activity, *Boutwell* requested and received permission from the Coast Guard's Thirteenth District Commander to fire warning shots in an attempt to stop the vessel. Even after firing numerous bursts from the .50 caliber machine gun across the vessel's bow as well as one inert round from the 5-inch deck gun, the ship continued to ignore orders to stop. Frustrated by the vessel's attempts to avoid a boarding, another Statement of No Objection was requested and received from the Commandant, this time for the

employment of disabling fire.[184] After receiving permission to disable the *Encounter Bay*, Captain Allison warned the ship's crew that their ship would be disabled and that they needed to evacuate the engine room.[185] The gun crew took aim, not only unleashing 60, .50 caliber rounds into the *Encounter Bay's* rudder and engine room, but also making history as the first cutter to employ disabling fire on the West Coast. [186] Immediately after firing the 60 rounds, and with still no response from the *Encounter Bay*, Captain Allison warned the ship that the next string of fire would be from *Boutwell's* 20 mm machine guns. A response was immediately received. The *Encounter Bay* made an indication of surrender and stated that they had lost engine control, a result of the disabling fire. [187]

LT Thomas Rogers, *Boutwell's* lead boarding officer and Weapons Officer, hastily led a boarding team over to the *Encounter Bay*.[188] Once onboard, the boarding party detained the ship's 18-man crew, which included three Americans, one from New Zealand and one from England, and 13 men from Indonesia, Thailand, and Singapore.[189] Once the crew was mustered, the boarding team, assisted by the *Encounter Bay's* Master and Chief Engineer, surveyed the damage from the disabling fire to ensure that the vessel was safe for the boarding team and those detained. [190] While surveying the damage, it was determined that a cooling line had been ruptured on the ship's diesel generator. As cooling water drained, the generator overheated and secured, disabling the *Encounter Bay's* engine controls.[191] Once it was determined that the vessel was in no immediate danger, the boarding and search of the vessel commenced. [192]

During the ensuing search, the boarding party discovered empty file cabinets as well as missing storage disks from the ship's two computers. It became apparent that the ship's crew had used their time wisely while resisting the Coast Guard's orders to stop. Based on the amount of smoke emanating from the ship's stacks, it was believed that all records were burned in an attempt to prevent disclosure of the ship's origin and destination. As the search continued, the boarding party gained access to the four shipping containers on the *Encounter Bay's* deck. They found their prize. Although only estimated at the time, it would later be confirmed that the containers housed 72 tons of marijuana. The shipment was comprised of 8,000 individual blue nylon packages, each with a label reading "passed inspection."[193] Ripping open one of the packages, the boarding team quickly verified the leafy substance as marijuana of the highest quality. Despite the immense size of the shipment, very few stems and very few seeds were found.[194]

Later that day, the *Encounter Bay* was placed in tow with *Boutwell* making best speed towards Seattle. [195] During the six day transit, the boarding party spent much of their time collecting evidence and preparing the case file package for later use in court.[196] On July 6th, *Boutwell* arrived in Seattle where she was greeted at Pier 36 by more than a dozen Drug Enforcement Administration agents, members of the press, and *Boutwell* families. Prior to arriving, a makeshift flag was displayed on *Boutwell's* mast of a marijuana leaf with a red circle and line through it and the slogan, "We Came. We Saw. We Busted." Despite having been briefed prior to the operation, Captain Allison insisted to the press that the *Encounter Bay* seizure was merely a random sighting, and not based on intelligence information. Instead, the reason for intercepting the vessel included the fact that it wasn't flying a flag, the name and homeport being obscured, and a ship type that appeared out of place off the Washington coast.[197] For their exceptional planning and execution of the *Encounter Bay* interdiction, the *Boutwell* crew was awarded the Special Operations Service Ribbon.[198]

In the months that followed the interdiction, *Boutwell's* boarding team would come under intense legal scrutiny by the defense lawyers of the *Encounter Bay's* crew. As questioning intensified, the truth behind both the Coast Guard's intelligence prior to the operation as well as the Drug Enforcement Administration's involvement prior to the seizure, slowly came to light. In documents filed during federal court proceedings, the full story behind the *Encounter Bay* seizure was told. [199]

On May 5th, 1988, Brian Daniels, a wealthy New York-born U.S. citizen, who had lived in Thailand for years, met with five other men at a hotel room in Kowloon, Hong Kong, to plan one of the biggest marijuana shipments of his career. Present at the meeting were two Pacific Northwest fishermen who had volunteered their vessels to meet and offload the *Encounter Bay* in view of Washington. What the New Yorker turned marijuana kingpin failed to realize is that these two fishermen were undercover agents from the U.S. Drug Enforcement Administration. Also present at the meeting were Samuel J. Colflesh and Robert Colflesh, twin-brothers and former Green Berets who had been living in the Far-East for the past few years. Also at the meeting was Michael Forwell, an Australian who had formed a front company in Hong Kong called Trademax. Apart from laundering money in Hong Kong, the company also served as the hiring agent for the *Encounter Bay's* crew. During the meeting, Samuel, the skipper of the *Encounter Bay*, described his 15-year career in the smuggling business, including yearly trips to the U.S. He also described the smuggling vessel's characteristics and communications capabilities. [200]

On April 15th, a month prior to their meeting with Daniels, the Drug Enforcement Administration agents had met with Forwell and the Colflesh brothers in order to inspect a vessel in Hong Kong harbor that closely resembled the *Encounter Bay*. At this meeting, the agents were able to obtain knowledge of the *Encounter Bay's* name as well as its registry in Panama. The registry was made under Countess Shipping Corporation, a company that was later found to be nothing more than a piece of paper created by Trademax. [201]

On June 2nd, the *Encounter Bay* departed Singapore for the South China Sea. While off the coast of De Nang, Vietnam, Daniels' vessel, the *Meridian*, which had been loaded by Vietnamese soldiers, rendezvoused with the *Encounter Bay* to transfer the 72-tons of marijuana. Later that month, on June 25th, the Drug Enforcement Administration agents met with Robert at an inn near Seattle-Tacoma International Airport in order to receive the detailed operations plan as well as a hand-held VHF radio, pre-tuned with a specified frequency so that they could make contact with the *Encounter Bay*. [202]

Daniels was later arrested by the Drug Enforcement Administration in Zurich, Switzerland, where he fled following the *Encounter Bay* seizure. In order to avoid raising his suspicion, the Coast Guard, including *Boutwell's* Captain, indicated during multiple press briefings that they had no prior knowledge of the *Encounter Bay* before the June 30th interdiction.[203] The Colflesh brothers and the rest of the *Encounter Bay* crew would later plead guilty to drug smuggling. In exchange for cooperating in further drug-smuggling investigations, the prison term sentence for the brothers was limited to 10 years.[204] Daniels, on the other hand, was extradited to the United States and sentenced on October 29th, 1990, to 25 years in prison and a $6.25 million fine.[205] Forwell evaded authorities for nearly five years following the interdiction. In January 1993 he was arrested in London by Scotland Yard and extradited to the U.S. seven months later. He was tried and convicted for smuggling in on March 15th, 1996, receiving a 15 prison sentence.[206]

After nearly 21 years of service, *Boutwell* entered the Fleet Renovation and Modernization (FRAM) program in order to extend her service life. In March 1989, a joint ceremony was held for placing *Mellon* (WHEC 717) In Commission Special and the Decommissioning of *Boutwell. Mellon* had entered FRAM in 1985 and was finally ready for sea. Captain Allison assumed Command of the *Mellon* with a majority of *Boutwell's* crew also cross-decking to the newly refurbished cutter.[207]

Post-FRAM Operations (1990 – 2000)

After over a year and a half of extensive maintenance and overhauls costing over $70 million, *Boutwell* was ready to return to service.[208] Upon *Boutwell's* completion of FRAM in the summer of 1990,

the crew of *Midgett* (WHEC 726), which was entering FRAM that year, made preparations to take over *Boutwell*. On September 3rd, the cross-decking between *Midgett* and *Boutwell* commenced in Seattle. Ten days later, at a joint ceremony on September 13th, *Boutwell* was placed In Commission Special and *Midgett* was decommissioned for FRAM. In conjunction with the cross-decking, *Midgett's* Commanding Officer, Captain Stanley Winslow, took Command of *Boutwell.* Captain Winslow was a 1966 graduate of the Coast Guard Academy, with previous duties including Coast Guard Liaison Officer Afloat with Commander, Third Fleet, and Coast Guard Liaison Officer Afloat with Commander in Chief, Pacific Fleet. His afloat assignments included Executive Officer of Cutter *Munro* (WHEC 724) and Commanding Officer of cutters *SPAR* (WLB 403) and *Midgett* (WHEC 726).[209]

Ready-for-Sea Preparations

Throughout the cross-decking phase, the new crew participated in daily training on the new safety and electronic systems installed during the overhaul. Upon completion of the transfer, in October 1990, *Boutwell* sailed to its new homeport in Alameda, California. After arriving in Alameda, *Boutwell's* new crew entered the Ready-for-Sea phase of the post-FRAM workups. During the workups, *Boutwell's* crew received excellent marks in the Weapons System Accuracy Test and the highest marks of any cutter on the Communications System Operability Test. Despite a significant casualty to the newly installed Mk-75, 76-mm deck gun during the Combined Systems Qualification Test, the evaluator reported *Boutwell* to be the best prepared post-FRAM cutter. *Boutwell* continued its string of excellent performance during training readiness evaluation and subsequent refresher training, the Navy's underway training program in San Diego. Despite the training readiness evaluation starting a month early due to scheduling conflicts, and refresher training beginning a week early for the same reason, *Boutwell's* crew managed an exceptional performance during both, earning the Pacific Area Commander's Award of Excellence in all graded categories.[210] With the Ready-for-Sea workups finalized on April 25th, *Boutwell* set sail for Alameda, arriving on April 27th.[211]

Upon returning home, *Boutwell's* crew had less than two weeks to make preparations for the commissioning ceremony, a trip to Tokyo, and a 90-day Alaska Patrol.[212] On May 2nd, 1991, *Boutwell* was Commissioned for the second time at a ceremony held at Coast Guard Island in Alameda.[213] A few days after the ceremony, *Boutwell* set sail for Tokyo to participate in the Japanese Maritime Safety Agency's Annual Sea Review. During the visit, *Boutwell* served as the Commandant's host ship for a reception of Japanese dignitaries. The visit was a huge success for the newly commissioned *Boutwell*, receiving outstanding praise from *Boutwell's* first Engineer Officer and the Commandant of the Coast Guard, Admiral John W. Kime.[214]

Return to Alaska

After the visit to Tokyo, *Boutwell* departed for her first operational post-FRAM patrol to the Bering Sea.[215] On June 26th, *Boutwell* participated in a tragic search and rescue case after the fishing vessel *Betty B* struck a rock and immediately sank near Atka Island. A C-130 patrol aircraft located the three-man crew's only survivor who managed to don a survival suite and swim to a nearby island. The man was later recovered by *Boutwell's* embarked helicopter.[216] Additionally, during the patrol, *Boutwell* seized two fishing vessels, intercepting the *Endurance* after she was discovered actively fishing in a closed fishing area, and later interdicting the fishing vessel *Hi Seas I.* During the boarding of the *High Seas I*, numerous, flagrant safety violations were discovered, requiring her to be towed by *Boutwell* to the nearby port of Dutch Harbor. *Boutwell* returned home to Alameda on August 16th.[217]

Immediately after returning to Alameda, a Change of Command ceremony was held, at which Captain Donald R. Grosse relieved Captain Winslow as Commanding Officer of *Boutwell*. Captain Grosse, a 1969 graduate of the Coast Guard Academy, had previously served in various afloat

assignments including navigator of the Barque *Eagle*, Executive Officer of Cutter *Jarvis* (WHEC 725), and Commanding Officer of Cutter *Vigorous* (WMEC 627).[218]

During the inport, *Boutwell* participated in San Francisco's annual Fleet Week beginning on October 10th. During the five-day event, *Boutwell* provided tours to over 5,000 visitors. Immediately after Fleet Week, on October 19th, *Boutwell* sailed on a glory cruise with over 300 Coast Guard Auxiliarists, members of the Navy League, as well as families and friends of the crew. Also hosted during the cruise was the reigning Miss California, Ms. Cheryl Derry.[219]

After a nearly five month inport, *Boutwell* once again returned to Alaska for a patrol beginning on January 22nd, 1992. On January 25th, *Boutwell* came upon a U.S.-flagged fishing vessel illegally trawling in a protected stellar sea lion rookery north of Unimak Island. The 236-foot trawler, *Pacific Scout*, was subsequently boarded and seized due to multiple federal infractions including 41 counts of improper record keeping and reporting as well as unlawful transportation of fish.[220] The vessel was released a month later following a settlement between the federal government and the ship's owner.[221]

During the patrol, *Boutwell* also served as a mediator for a growing gear conflict between domestic trawlers and crab boats near the Pribilof Islands. Captain Grosse was later commended by the Coast Guard's Seventeenth District Commander, Rear Admiral David E. Ciancaglini, for his ability to diplomatically diffuse a potential volatile situation.[222] *Boutwell* also participated in two search and rescue cases including the medical evacuation of an injured crewman from the motor vessel *Ocean Grace* and in response to a fire onboard the fishing vessel *Arctic III*. [223] Near the end of the patrol, *Boutwell* participated in a multiagency effort to identify and prosecute fishing vessels suspected of illegal bottom trawling in state waters off the Alaskan Peninsula.[224] In close coordination with Alaska Fish and Wildlife Protection officers and National Marine Fisheries Service agents,[225] *Boutwell* targeted over 40 fishing vessels suspected of illegal fishing. At the end of the operation, 27 vessels were identified for illegal fishing and subsequently charged with significant fisheries violations. [226]

Boutwell completed the patrol on March 7th,[227] retuning to Alameda three days later.[228] After less than a month inport, *Boutwell* sailed to San Diego for five weeks of refresher training.[229] During the intensive evaluation period, from April 6th to May 3rd, *Boutwell* executed every exercise superbly, earning a clean sweep in all fields as well as accolades from the Coast Guard's Pacific Area Commander, Vice Admiral Arnold Beran.[230]

Following refresher training, *Boutwell* remained in San Diego to serve as the command center and visual reference point for security forces at the 1992 America's Cup sailing race. During the race, *Boutwell* remained anchored at the start-finish line, coordinating the enforcement of the 14 mile safety zone around the race. [231] The event, which was attended by over 6,000 spectator vessels, provided a unique and challenging mission for the *Boutwell* crew. Throughout the week, *Boutwell* conducted numerous law enforcement boardings and assisted in tracking gray whales during the race. In addition to her mission, *Boutwell* also hosted numerous visitors including U.S. Navy Rear Admiral R. R. Morgan from the Naval Reserve Readiness Command, retired U.S. Navy Vice Admiral James Hirshfield, Presidential Drug Enforcement Task Force Coordinator Ron Warmbier, Navy League President Larry Matson, and many others.[232] *Boutwell* completed her assignment on May 16th,[233] at which point she headed home to Alameda for a very welcomed inport.[234]

On December 13th, 1992, *Boutwell* was battling 30-foot seas as she transited North on an Alaska Patrol when she was stuck by a rogue wave that crested at more than 40-feet.[235] The pilothouse watch standers reported green water breaking over the bridge when the wave struck. The wave's crashing force caused heavy damage to *Boutwell's* rigid hull inflatable small boat, smashed in a watertight door and the

port light in the Executive Officer's stateroom, and carried away a weatherdeck ladder and P-250 pump.[236]

On May 9th, 1993, the Honduran-registered fishing trawler *Chin Lung Hsiang* (Golden Dragon) was intercepted by the Mexican Navy and boarded approximately 60 miles southwest of Ensenada. The vessel, loaded with 200 Chinese migrants, was given 1,000 gallons of fresh water and told to steer northward. A day later, *Boutwell* intercepted the trawler and continued to monitor its progress until it entered U.S. waters near San Diego's Point Loma. The 200-foot dilapidated vessel was subsequently boarded and escorted into San Diego Harbor. Despite cramped living quarters, all migrants were reported in good health, living in a converted freezer below decks. Upon its arrival, the illegal migrants were immediately bussed to the U.S. Immigration and Naturalization Service facility in El Centro and processed for deportation. The seven suspected smugglers and nine Taiwanese crewman of the *Chin Lung Hsiang* were detained and transferred to local authorities to face federal smuggling charges.[237]

A month after the interdiction, in June 1993, Captain Grosse was relieved by Captain James J. Shaw Jr.[238] Captain Shaw had previously commanded the Cutter *Acacia* (WLB 406) out of Grand Haven, Michigan.[239] After a little over a year in command of *Boutwell*, in August 1994, Captain Shaw was relieved by Captain Terry W. Newell.[240]

Operation UPHOLD DEMOCRACY

From September 19th, 1994, to March 31st, 1995, the U.S. successfully executed an armed intervention in Haiti to remove a military regime that had overthrown the elected Haitian President, Jean-Bertrand Aristide.[241] Following his downfall in 1991, tens of thousands of Haitian citizens fled the country after facing significant economic hardships and political repressions as a result of the coup.[242] Dubbed Operation UPHOLD DEMOCRACY, the effort was spearheaded by elements of the U.S. Special Operations Command and 82nd Airborne Division who were directed by Joint Task Force 120. Not long after entering the country, U.S. forces quickly transitioned from combat to peace-keeping and nation-building operations as President Aristide was reinstated. Throughout the operation, Coast Guard cutters provided command, control, and communication services as well as assisted in repatriation efforts.[243]

Although not directly assigned to the operation, *Boutwell* was dispatched to the Caribbean at the end of 1994 and beginning of 1995. On the evening of December 22nd, while underway 27 nautical miles east of Virgin Gorda in the British Virgin Islands, *Boutwell* spotted the sailboat *Honora*, a 35-foot Irish vessel en route from St. Martin to St. Thomas. As the ship approached, *Boutwell's* crew noted that the boat was riding low in the water, deciding to dispatch a boarding team the following day to inspect her. Once onboard, the boarding team discovered 33 migrants from China, Haiti, Colombia, Jamaica, and the Dominican Republic. After this discovery, the sailboat was seized and the Irish master and Canadian crewman were detained. The ship was later towed to St. Thomas where the 33 migrants were turned over to the U.S. Immigration and Naturalization Service, and the crew to the U.S. Attorney's Office for prosecution.[244]

In early January, *Boutwell* participated in the repatriation of Haitian migrants from Guantanamo Bay, Cuba. *Boutwell* arrived in Port-au-Prince, Haiti, on January 7th with 289 illegal Haitian migrants from the U.S. refugee camp in Guantanamo Bay. Flanked by Bangladeshi United Nations soldiers, the immigrants were escorted to the Haitian immigration processing center and given money by the American Red Cross. During the highly emotional evolution, the glum refugees were escorted down the pier, with two needing to be forcibly removed from the ship. The repatriation was part of an effort by the U.S. government to clear out its Guantanamo Bay camp which had peaked in July 1994, to almost 20,000 refugees.[245]

During the patrol, *Boutwell* also conducted military and law enforcement exercises with the Dominican Republic. Teaming up with the Coast Guard Cutter *Nunivak* (WPB 1306), *Boutwell* conducted mock boardings, formation steaming and maneuvering, as well as night and day helicopter hoisting with the Dominican Republic vessels *Orion* and *Colon.*[246] For her contributions in support of Operation UPHOLD DEMOCRACY, *Boutwell* was awarded the Armed Forces Expeditionary Medal.[247]

Alaska and Eastern Pacific Patrols

In September and October of 1995, *Boutwell* participated in one of her more unique Alaska Patrols. In addition to her normal assignments, *Boutwell* took part in a scientific study to determine the feasibility of deploying the Coast Guard's 270-foot Famous-Class cutters in the turbulent Alaskan waters.[248] Titled Operation OCEAN MOTION, the *Harriet Lane*, commanded by then Commander Paul E. Zukunft, future Commandant of the Coast Guard, [249] became the first 270 to conduct an Alaska Patrol. Both ships were outfitted with an array of motion sensors with all data collected by three naval architects from Coast Guard Headquarters. The goal of the operation was to collect data that would "help relate ship response, ship heading and ship speeds to crew and mission performance, and help determine the relative ability of the two crews to perform for long periods in adverse conditions."[250]

During the patrol, on October 2nd, *Boutwell's* law enforcement team conducted a routine inspection of the fishing vessel *Liberty Bay* approximately 20 miles north of Dutch Harbor. During the boarding, the team discovered that 10 of the 25 crew members had falsified immigration documents. Additionally, the boarding team found numerous fishing violations including a failure to properly maintain fishing logs. The ship was subsequently escorted to Dutch Harbor where it was met by agents from the Immigration and Naturalization Service. The 10 illegal aliens, all from Mexico, were later processed for deportation.[251]

While on patrol in the Gulf of Alaska on July 6th, 1996, *Boutwell* detected a vessel on radar approximately 250 miles southwest of Attu, deciding to maneuver close to the vessel and decide on whether to board her. Upon sighting the *Boutwell*, the 110-foot fishing vessel cut her two-mile-long driftnet and immediately began steaming away. The vessel, displaying no name and no flag, had been caught fishing with a net that was nearly 500 yards longer than what was permitted under a 1991 United Nations resolution for fishing in international waters.[252]

Boutwell pursued the vessel for ten days,[253] making numerous attempts to contact her over the radio. Three days into the pursuit, *Boutwell* launched one of its small boats to get a closer look while attempting to make contact. As the small boat approached, a bottle with a message inside was lobbed towards the small boat, who recovered it. The message, written in Chinese, was faxed to Coast Guard Headquarters where it was quickly translated. The note identified the vessel as the *Chang Fu 31*, a Taiwanese ship with 23 crew members. The message also stated that the vessel had a broken freezer, was not fishing, and was currently on its way home to Taiwan. *Boutwell* continued shadowing the vessel while the Coast Guard, working closely with the U.S. State Department, sought permission from the Taiwanese government to board the vessel.[254]

Boutwell continued to escort the *Chang Fu 31* until approximately 420 miles off the Japanese coast, where the two ships were met by Taiwanese patrol vessels. Upon turning over all evidence, including a six-foot section of the driftnet with two salmon caught in it, *Boutwell* headed back to Alaskan waters to continue her patrol.[255] The crew of the vessel, whose name was actually the *Charngder No. 2*, later admitted to using the net in addition to catching and selling six tons of salmon to another ship and tossing another 60 tons overboard when they were spotted by the Coast Guard. The crew was eventually prosecuted by Taiwanese authorities.[256]

After returning to port at the end of the summer, Captain Newell was relieved by Captain Ken A. Ward as Commanding Officer of *Boutwell*.[257] Captain Ward, a 1974 graduate of the Coast Guard Academy, had recently departed his Headquarters post as the Deputy, Office of Military Personnel, where he had served for two years. Captain Ward's previous afloat assignments included Executive Officer of the cutters *Sassafras* (WLB 401), *Cowslip* (WLB 407), and *Rush* (WHEC 723), as well as Commanding Officer of the *Ironwood* (WLB 297).[258]

Later that year, in the winter of 1996, *Boutwell* was deployed to the Eastern Pacific on a Counterdrug Patrol. During the patrol, on December 12th, *Boutwell* successfully interdicted a drug laden go-fast from Mexico in the Gulf of Tehuantepec. As part of the case, *Boutwell* seized 2,000 pounds of marijuana and detained the vessel's three crewmembers. The drugs and detainees were later transferred to the Mexican Navy for prosecution.[259]

In early June of 1997,[260] *Boutwell* sailed into Portland for the annual Rose Festival. During the Festival, *Boutwell* hosted a live news show, served breakfast to the Festival Royal Court and a luncheon for the Coast Guard's Thirteenth District Commander, as well as provided tours to thousands of visitors. Shortly after departing the festival, *Boutwell* was diverted to serve as the On Scene Commander after a Coast Guard HH-65 helicopter, CG6549,[261] with four persons aboard, went missing while responding to a Canadian sailboat that was in distress 40 miles off Cape Mendocino near Humboldt Bay. Over a three day period, *Boutwell* coordinated search and recovery efforts[262] with other Coast Guard units including the cutters *Sapelo* (WPB 1314) and *Buttonwood* (WLB 306). During the search, debris from the wreckage was found including a helmet, door, and part of the tail rotor housing. Despite covering over 70,000 square miles, the four-man aircrew was never found.[263]

On August 11th, 1997, while supporting Operation BORDER SHIELD, a counterdrug operation off the coasts of Mexico and the U.S., *Boutwell* received word from Joint Interagency Task Force West of a possible smuggling operation south of Acapulco with a suspected transfer of drugs from a mothership to a go-fast vessel. *Boutwell* maneuvered to intercept the vessel as a U.S. Customs Service P-3 patrol aircraft arrived in the area and began tracking the suspected go-fast. Three vessels from the Mexican Navy as well as one of their aircraft were also dispatched to assist with the chase. Despite a continuous pursuit by the P-3, a Navy P-3, *Boutwell's* embarked HH-65 helicopter, the go-fast vessel *Ramon* and its five-person crew managed to escape, jettisoning their illicit cargo as they fled. Working through the night, *Boutwell* and the Mexican naval vessels began recovering the jettisoned contraband, eventually retrieving over 2,400 kilograms of cocaine. Once inventoried, the cocaine was transferred to the Mexican Navy for processing.[264,265] For her efforts during the interdiction, as well as other operational and public affairs related achievements in 1997, *Boutwell* was awarded the Coast Guard Unit Commendation on July 14th, 1998.[266]

In mid-November 1997, *Boutwell* departed Coast Guard Island en route to familiar Alaskan waters. During the patrol, *Boutwell* encountered weather consistent with that time of the year, with winds reaching 35 to 40-knots and seas as high as 18 feet. When not avoiding severe weather, the ship managed to complete 12 boardings and 33 sorties with its embarked helicopter. Additionally, *Boutwell* conducted two medical evacuations including the transfer of a Korean fisherman to a medical facility in Dutch Harbor on Christmas Day.[267]

In early May 1998, *Boutwell* was just completing a routine fisheries patrol in Alaska when she was redirected on May 21st to assist with interdicting various foreign vessels suspected of illegal driftnet fishing. *Boutwell* had been scheduled to return home to Alameda on May 30th and was transiting to its final port call in Kodiak when she received word that the patrol had been extended. [268] Other units involved in the operation included the Cutter *Jarvis* (WHEC 725), icebreaker *Polar Sea* (WAGB 11), Coast Guard aircraft, two Russian patrol vessels,[269] Canadian Coast Guard aircraft, and members of the

Japanese Maritime Safety Agency. In addition to nabbing illegal driftnet fishing, the operation sought to catch violators of the North Pacific Anadromous Fish Convention, which prohibited fishing for Pacific salmon and steelhead trout in the North Pacific. [270] While transiting to the area, *Boutwell* received an enforcement officer from the Chinese Bureau of Fisheries who was flown from Adak by helicopter to assist in the operation. [271]

The international operation to nab fisherman engaged in illegal fishing practices began on May 19th, 1998, when a Coast Guard C-130 patrol aircraft out of Kodiak spotted five ships engaged in illegal driftnet fishing 360 miles southwest of Attu. [272] During the operation, Coast Guard and Russian forces seized four fishing vessels engaged in high-seas driftnet fishing. *Boutwell* was the first to make her mark, intercepting a Russian trawler engaged in illegal fishing; later transferring the vessel to Russian authorities for prosecution. [273] On May 25th, the *Polar Sea* gave chase to the Chinese fishing trawler *Zhong Xin 37,*[274] which fled deep into Russia's exclusive economic zone. After pursuing the vessel for three days in heavy fog and rain, *Polar Sea* relented and turned to head back towards Alaskan waters. Not long after breaking her pursuit, one of the Russian patrol boats opened fire on the vessel, killing the trawler's skipper and navigator, and wounding three others. The vessel was subsequently boarded and seized by Russian officials.[275]

On May 28th, *Boutwell* spotted the 150-foot Chinese fishing vessel *Tai Sheng* using a driftnet that measured 9.4 miles in length. [276] *Boutwell* pursued the vessel for four days, covering 1,200 before finally stopping and boarding the vessel. [277] *Boutwell's* interdiction was later recognized as the largest high-seas driftnet case in Coast Guard history. [278] A day later, on June 2nd, [279] *Jarvis* interdicted another fishing trawler engaged in illegal high-seas driftnet fishing. The Chinese fishing vessel *Shan Ya 16* was boarded and seized by *Jarvis* 700 miles northeast of Japan.[280] *Jarvis* later took custody of *Boutwell's* seized vessel, escorting both for transfer to Chinese authorities in Shanghai. Shortly after *Boutwell's* interdiction, on June 9th, she stopped briefly in Japan in order to resupply as well as embark a Senior Airman from Yokota Air Base to serve as a mandarin linguist.[281] *Boutwell* returned from the extended patrol in the late summer. Soon after returning to Alameda, Captain Herbert H. "Chip" Sharpe took Command of *Boutwell*, relieving Captain Ward in August 1998.[282]

On October 5th, 1998, *Boutwell* was diverted from an Eastern Pacific Deployment to intercept a Liberian tanker suspected of leaking oil off the California Coast. The 717-foot tanker *Command* had suffered a six-inch crack in one of its fuel tanks while in San Francisco Bay on September 24th. Port authorities ensured containment of the oil spill, taking a sample for use in future analyses. Upon completion of repairs, the ship was inspected and authorized to depart the bay. On September 27th, a 15-mile oil slick was discovered several miles from the Farallon Islands. A sample collected from the site was sent in to the Coast Guard Marine Safety and California Petroleum Chemistry Laboratories, along with the sample from *Command's* first spill. Both samples matched, implicating the *Command* in the second spill which killed off 96 seabirds, including two endangered brown pelicans, and cost over $1 million in cleanup expenses. [283] In all, 1,300 gallons of oil was skimmed off the ocean with four tons of tar balls removed from the nearby San Mateo County beaches.[284]

Boutwell later intercepted the *Command* 200 miles south of Guatemala. Upon boarding the ship, the team inspected the vessel in addition to collecting oil samples for inclusion as evidence. These samples also matched the two previous samples collected.[285] *Boutwell* later accompanied the *Command* to Panama, where she was met by Liberian authorities. While pier side, the Coast Guard continued to gather evidence over the next few days until they were ordered off by Liberian authorities.[286] The *Command's* skipper and chief engineer voluntarily returned to the U.S. on January 26th, 1999, to face charges of deliberately dumping fuel oil and polluting the environment. [287] *Boutwell's* interception of the vessel and the case that followed marked the first prosecution of a violation of U.S. pollution laws on the high seas.[288]

On July 13th, 2000, at a Change of Command ceremony on Coast Guard Island in Alameda, Captain Beverly G. Kelley relieved Captain Sharpe as Commanding Officer of *Boutwell*.[289] Captain Kelley made Coast Guard history in 1979, becoming the first female to command a U.S. military vessel when, as a Lieutenant Junior Grade, she became the Commanding Officer of Cutter *Cape Newagen* (WPB 95318).[290] Previous afloat assignments included Executive Officer of the Cutter *Legare* (WMEC 912) and Commanding Officer of the Cutter *Northland* (WMEC 904).[291]

Boutwell in the 21st Century (2001 – 2016)

During a Bering Sea patrol, on April 2nd, 2001, *Boutwell* and the Coast Guard heavy icebreaker *Polar Star* (WAGB 10) participated in a tragic search for the fishing vessel *Arctic Rose*. The Coast Guard picked up an emergency locator beacon signal at 3:30 am from the 92-foot fishing vessel approximately 775 miles southwest of Anchorage. No distress call was ever received. The last noted contact from the ship was a late night check-in with the vessel's sister ship, the *Alaskan Rose*, on April 1st. In the face of 40-knot winds, 20-foot seas, and freezing sea spray, the cutters searched for the ship's survivors, later finding an oil sheen, empty life raft, and six survival suits. In what became the worst fishing disaster since 1982, the *Arctic Rose* was believed lost, with all 15 crewmembers perishing. One body was later recovered by the *Alaskan Rose* with another located but unrecoverable due to the turbulent weather conditions.[292]

On September 11th, 2001, the United States was shaken by the tragic terrorist attacks that collapsed the World Trade Centers, damaged the Pentagon, destroyed three airliners, and killed nearly 3,000 people. In the wake of the attacks, the Coast Guard immediately mobilized more than 2,000 Reservists in the largest homeland defense and port security operation since the Second World War.[293] For *Boutwell*, the realities of the terrorist attacks touched off a series of events which would eventually lead to her participation in operations through the world.

At the beginning of 2002, *Boutwell* departed Alameda as part of the first Operation NEW FRONTIER deployment in the Eastern Pacific.[294] Operation NEW FRONTIER, which introduced armed helicopters and over-the-horizon small boats, served as a test platform for enhancing interdiction rates on drug-laden go-fast vessels. The helicopters, which were armed with M240 machine guns, .50 caliber sniper rifles, and night vision capabilities, proved highly effective against the vessels, forcing them to stop with either warning shots or disabling fire. Before Operation NEW FRONTIER, the Coast Guard only had about a one in 10 chance of stopping a go-fast. With the new equipment and tactics, the Coast Guard was stopping all go-fast vessels targeted.[295] One of the largest contributors to this success, was the Coast Guard's establishment of the Helicopter Interdiction Tactical Squadron (HITRON) in Jacksonville, Florida in 1998. HITRON Jacksonville, led by Commander Mark "Roscoe" Torres, pioneered a majority of the operating tactics and procedures used during Operation NEW FRONTIER.[296]

During the counterdrug deployment, on February 4rd, *Boutwell* interdicted a Columbian go-fast vessel 20 nautical miles from Guatemala's territorial waters. During the operation, *Boutwell* seized over 2,300 kilograms of cocaine and detained four crewmen. Seven days later, *Boutwell* and *Hamilton* (WHEC 715), along with their HITRON helicopters, interdicted a second Columbian go-fast vessel 150 nautical miles southwest of Costa Rica, seizing over 3,000 kilograms of cocaine and detaining six smugglers.[297] A month later, on March 12th, *Boutwell* and *Hamilton* chased two go-fasts, stopping one[298] 20 nautical miles west of Cabo San Lazarro, Mexico, [299] seizing 1.5 tons of marijuana and detaining the three person crew. The three crewmen were later turned over to Mexican authorities for prosecution.[300] *Boutwell* returned to Alameda in mid-March, later receiving the Coast Guard Meritorious Unit Commendation for their outstanding mission performance in support of Operation NEW FRONTIER. [301]

Following the historic counterdrug patrol, Captain Kelley was relieved by Captain Scott D. Genovese as *Boutwell's* Commanding Officer in July, 2002.[302] Two months after the Change of Command, *Boutwell* participated in San Francisco's Fleet Week 2002. As a result of the terrorist attacks on September 11th, 2001, San Francisco's Fleet Week was cancelled that year. On October 11th, 2002, Fleet Week resumed amid tighter security which included additional requirements for ship tours and the creation of a 100 yard security zone around all Navy and Coast Guard vessels, both moored and underway. *Boutwell* participated in the festivities that year, providing tours to the public, as well as sailing in the Parade of ships with four Navy vessels and the World War II Liberty Ship *Jeremiah O'Brien* on October 12th.[303]

Operation IRAQI FREEDOM

Towards the end of 2002, *Boutwell* was notified by the Coast Guard Pacific Area Command that she would deploy to the Persian Gulf as part of a U.S. Central Command request for Coast Guard support in preparation for possible combat operations in Iraq.[304] At 1030 am on January 3rd, 2003, *Boutwell* departed Alameda, California, with a teary-eyed send off from family members and friends of the crew. After departing Alameda, Boutwell sailed for ten days to Hawaii where additional provisions and fuel were onloaded.[305] While in Hawaii, *Boutwell* also embarked an HH-65A helicopter and aviation detachment from Coast Guard Air Station Barbers Point, which included two pilots, a rescue swimmer, and five flight mechanics.[306] After leaving Hawaii on January 13th[307], *Boutwell* joined the *Tarawa* (LHA 1) Amphibious Ready Group en route to the Persian Gulf.[308]

During the transit, *Boutwell* made two additional stops in Singapore and Bahrain before commencing operations.[309] In all, *Boutwell* sailed approximately 15,000 miles, joining U.S. Navy and Coalition warships in the Persian Gulf[310] on February 6th under Task Force 55. Once in the Gulf, *Boutwell* joined the *Constellation* (CV 64) Battle Group [311] where her primary mission was to assist in enforcing United Nation Resolution 986, which ordered sanctions on Iraqi shipping.[312] The sanctions, which were enacted in response to the Iraqi invasion of Kuwait in 1990, prevented contraband goods, weapons, and oil from being trafficked in and out of Iraq.[313] In mid February, *Boutwell* received orders to patrol south of the Khawr al-Amaya and Mina al Bakr Oil Terminals, executing Maritime Interdiction Operations in support of the United Nations' sanctions.[314]

In all, the Coast Guard deployed 11 cutters and 1,300 active duty and activated reservists to the Mediterranean Sea and Persian Gulf in support of Operation IRAQI FREEDOM. This became the largest overseas commitment of Coast Guard forces since the Vietnam War. In the Mediterranean under the Navy's Sixth Fleet, Port Security Units 304 and 309, the Cutter *Dallas* (WHEC 716), and four Island-class Patrol Boats, *Pea Island* (WPB 1347), *Knight Island* (WPB 1348), *Bainbridge Island* (WPB 1343), and *Grande Isle* (WPB 1338), provided port security and escorts to coalition ships operating from the Strait of Gibraltar to the eastern edge of the Mediterranean. In addition to conducting boardings in the area and plane guard duty, the *Dallas* also served, for a time, as the only surface asset protecting two U.S. aircraft carries, the *Harry S. Truman* (CVN 75) and *Theodore Roosevelt* (CVN 71). During one particular operation, in the midst of a late night sandstorm, *Dallas* provided critical illumination using her masthead lights to guide jets back to the carrier decks.[315]

In the Persian Gulf, under the Navy's Fifth Fleet, in addition to *Boutwell,* Coast Guard Law Enforcement Detachments aboard U.S. Navy and coalition vessels, Port Security Units 311 and 313, four Island-class Patrol Boats, *Adak* (WPB 1333), *Aquidneck* (WPB 1309), *Baranof* (WPB 1318), and *Wrangell* (WPB 1332), the buoy tender *Walnut* (WLB 205), and elements of the National Strike Force[316] provided port and waterway security in Iraq's main port of Umm Qasr and along the Khawr Abd Allah

Waterway, guarded oil platforms, and revitalized and replaced critical aids to navigation. As the Island-class patrol boats inspected fishing dhows and shipwrecks which littered the Khawr Abd Allah Waterway, Port Security Unit 311 guarded the port of Umm Qasr, and Port Security Unit 313 guarded offshore oil platforms. The *Walnut*, nicknamed the "*Warnut,"* was originally deployed to assist with oil spill containment believing the Iraqi Forces would use environmental warfare as they had in the First Gulf War. The spills never happened. Instead, the *Walnut* replaced 30 navigation aids along the Khawr Abd Allah Waterway which were discovered untouched in a warehouse in the port city of Umm Qasr. For the first time in over 10 years, the waterway and its associated navigation aids reflected published navigation charts. [317]

On February 15th, *Boutwell* conducted its first of many law enforcement boardings with an inspection on an anchored container ship, the Manta-registered *Marathon II*. The two day inspection ensured that the ship's manifest and cargo, which included 450 containers, was in keeping with shipments allowed by the United Nations.[318] With this inspection, and the many that followed, an eight to ten man team was dispatched, verifying the ship's manifest and inspecting each of the ship's containers. In the beginning, the inspections were time consuming and dangerous since many of the boarding team members had little or no experience with inspecting ships of this type. The inspections also required a great deal of physical exertion, with boarding teams employing rock climbing gear to reach the containers at the highest levels. Faced with foreign crews with unknown allegiances, poor lighting, and rat and insect infested holds, the boarding teams quickly honed new skill sets. As their proficiency increased, the teams were able to complete as many as three large vessel inspections in a single day.[319] By the end of their time in the Persian Gulf, *Boutwell* logged 123 boardings, ranging from large shipping vessels to small wooden dhows.[320]

A few days after their first inspection, *Boutwell* trailed a darkened ship that was attempting to avoid detection during the night. Silhouetted by the moon and back-lighted by natural gas flares from offshore oil platforms, *Boutwell* was able to easily track the vessel despite the dark night. Trailing the vessel for 20 miles, *Boutwell* quietly maneuvered alongside and illuminated the ship's bridge with its spotlight. The ship, which was later identified as the North Korean-flagged tanker *Al Noor*, was ordered to proceed to a holding area under escort by the *Boutwell.* Once onboard the vessel, *Boutwell's* law enforcement team discovered illegal Iraqi oil resulting in the seizure of the vessel and detainment of the crew. The *Al Noor* was then escorted to Kuwait where it remained under Navy and Coast Guard surveillance.[321]

On March 7th, a horde of approximately 60 dhows broke out of the Khawr Abd Allah Waterway in an attempt to evade coalition forces. As the dhows scattered, the Cutters *Wrangell* and *Adak*, aided by *Boutwell's* HH-65 helicopter, managed to coral and inspect all of the vessels which were suspected of carrying mines or fleeing Iraqi officials.[322] On March 19th, less than two weeks after the major breakout attempt, and two days after warnings from President George W. Bush demanding the surrender of Saddam Hussein and his sons, Operation IRAQI FREEDOM commenced with the U.S.-led coalition bombing of Baghdad.[323] *Boutwell's* crew watched as U.S. warships launched Tomahawk missiles from the Persian Gulf, later seeing them hit their mark on CNN.[324]

With the onset of hostilities, it became increasingly important for the U.S. and coalition forces to secure the Khawr al-Amaya and Mina al Bakr Oil Terminals. Believing the Iraqi military would employ environmental warfare as it had done in the First Gulf War, coalition forces needed to secure the terminals to neutralize that treat as well as maintain a faucet for future revenues that would help fund reconstruction efforts after the war had ended. On March 20th, U.S. Navy SEALs and Polish Special Forces stormed the terminals, taking control without incident. Once the terminals were secured and all prisoners removed, Coast Guard Port Security Units 311 and 313 took over care taking and guard duties. Two days later, a severe sand storm struck, forcing the Port Security Units to get their 25-foot patrol boats underway.

Exhausted from navigating in the treacherous waters for hours, and running low on fuel, the small boat crews called for assistance. *Boutwell* and *Walnut* quickly responded, rendering assistance until the boats could safely return to the terminals.[325]

As the initial phase of naval combat operations drew to a close, the focus shifted to restoring the Khawr Abd Allah Waterway for shipping and the arrival of humanitarian aid. On March 28th,[326] *Boutwell's* embarked helicopter served as an escort for the British Royal Fleet Auxiliary ship *Sir Galahad*[327] which was transporting nearly 200 tons of humanitarian aid to Iraq. The mission, which aimed to provide aid and win the trust of Iraqis,[328] was the first arrival of provisions to Iraq since the war started.[329] A few days later, *Boutwell's* helicopter conducted the first assessment of buoys along the Khawr Abd Allah Waterway, providing critical assistance to the *Walnut* crew who were planning the servicing and replacement of all navigation aids.[330]

Throughout its time in the Persian Gulf, *Boutwell* served as a logistics hub for the four Island-class patrol boats and their crews which began regular patrols in the Persian Gulf on March 9th.[331] *Boutwell's* support included providing fuel, food, laundry, and shower services.[332] Navy helicopters would also deliver mail, supplies, and spare parts to *Boutwell* who would then send its small boats out to distribute them among the other Coast Guard cutters in the region. As the only Coast Guard helicopter in the Persian Gulf, *Boutwell's* embarked helicopter became the aerial unit of choice for numerous mission including logistics flights, patrol duties, medical evacuations, and transporting passengers between coalition vessels. By the end of its time in the region, *Boutwell's* helicopter had flown as far north as Umm Qasr and Basrah, executed 12 search and rescue missions,[333] and logged 181 flights.[334]

On May 1st, with the end of major combat operations in Iraq,[335] *Boutwell's* mission in the area drew to a close. Departing on May 14th,[336] *Boutwell* transited the Suez Canal for port calls in the Mediterranean, followed by a transit across the Atlantic, and finally into the Pacific via the Panama Canal.[337] On July 14th, 2003, *Boutwell* returned home to Alameda, welcomed by over 600 family members and friends anxiously waiting on the pier. As the ship made its final approach to the pier, a 15-cannon salute exploded in the bay, commemorating their long voyage. During the 192-day deployment, *Boutwell* sailed over 41,000 miles, circumnavigating the globe, crossing 23 time zones, and making port calls in Sicily, San Juan, Puerto Rico, and Malta and Rota, Spain. At one point during the deployment, *Boutwell* spent 70 days without a port call.[338]

On March 1st, 2003, in the midst of the *Boutwell's* service in the Persian Gulf, the Coast Guard transitioned from the Department of Transportation to the Department of Homeland Security as part of the largest reorganization of the federal government in over 50 years. As attested by Admiral Thomas Collins, the 22nd Commandant of the Coast Guard, the transition was considered one of the primary contributing factors to the Coast Guard's many successes in support of combat operations in Iraq.[339]

After returning home, Captain Genovese was awarded the Bronze Star for his "extraordinary determination and bravery" as Commanding Officer of *Boutwell* in support of Operation IRAQI FREEDOM.[340] At a ceremony on Coast Guard Island, Vice Admiral Terry Cross, the Coast Guard's Pacific Area Commander, officially presented the award. After being pinned, Captain Genovese stated he would wear it in honor of those who served under him and those who continue to serve in the Middle East.[341]

Counterdrug and Bering Sea Operations

With its first regular patrol since Operation IRAQI FREEDOM, *Boutwell* departed on an Eastern Pacific Counterdrug Deployment on February 14th, 2004. On March 7th, while on patrol approximately 270 miles off the Mexico – Guatemala border, *Boutwell* was notified by an Immigrations and Customs Enforcement patrol aircraft of two suspect fishing vessels operating in the area. *Boutwell* quickly intercepted the two vessels, finding 133 bales onboard containing over 3,000 kilograms of cocaine. The Guatemalan-based *El Almirante* and Columbian-based *Siete Mares* were subsequently seized and all 12 crew members detained. Both the drugs and suspected traffickers were later transferred to authorities in San Diego. *Boutwell* returned to Alameda from the 49-day deployment on April 3rd.[342,343]

In June 2004, Captain Lance L. Bardo relieved Captain Genovese as *Boutwell's* Commanding Officer.[344] Captain Bardo, a 1981 graduate of the Coast Guard Academy, had previously commanded the Cutters *Courageous* (WMEC 622), *Neah Bay* (WTGB 105), and *Cape Wash* (WPB 95310) as well as served as the Executive Officer of the Cutter *Confidence* (WMEC 619).[345] Following the Change of Command, in the fall of 2004, *Boutwell* again participated in an Eastern Pacific Counterdrug Deployment. While patrolling approximately 80 miles south of El Salvador, *Boutwell's* embarked helicopter discovered a suspicious fishing vessel. The following day, on November 19th, *Boutwell* approached the Ecuadorian fishing vessel *Kodiac*, finding it abandoned and partially submerged. Once onboard, *Boutwell's* crew seized 2,100 kilograms of cocaine. On December 9th, *Boutwell* located a second partially submerged vessel. The 80-foot fishing vessel *Jami* was loaded with 108 bales of cocaine. *Boutwell* returned to Alameda just in time for the Holidays, arriving on December 21st.[346,347]

In mid February 2005, after a brief inport, *Boutwell* departed on a 90-day Counterdrug Deployment in the Eastern Pacific. While on patrol on March 29th, *Boutwell*, working with a U.S. Customs and Border Protection aircraft, located and intercepted the Ecuadorian fishing vessel *Lesvos* approximately 300 miles west of Mexico. Once on board, *Boutwell's* boarding team discovered and seized over 4,500 kilograms of cocaine, detaining the vessel's six-man crew. Over two weeks later, on April 17th, *Boutwell* and its HH-68 HITRON helicopter intercepted and boarded the Venezuelan-flagged fishing vessel *Isis*. During that boarding, *Boutwell's* law enforcement personnel discovered 141 bales containing over 3,200 kilograms of cocaine. The ship's 12-man crew was detained and their cargo seized. Apart from counter drug operations, *Boutwell* also participated in the rescue of a Mexican national 150 miles west of the Galapagos. The man, who had been adrift in his 28-foot fishing vessel *Iris II* for 23 days, was spotted waving a makeshift flag by *Boutwell's* lookout. The man was later brought aboard and treated for dehydration. On May 14th, *Boutwell* returned home to Alameda to offload more than 7,800 kilograms of cocaine.[348,349]

In late November, *Boutwell* again departed Alameda on a Counterdrug Deployment in the Eastern Pacific.[350] During the transit south, *Boutwell* stopped in San Diego to onload fuel as well as load supplies in support of Project Handclasp. The supplies, which were delivered to Tocumen, Panama, on December 31st, included medical supplies, hygiene products, school supplies, and toys for the local children. While in Tocumen, *Boutwell* crewmembers also assisted in painting classrooms and repairing electrical wiring at the Escuela Fuente de Amor.[351] While patrolling on January 16th, *Boutwell* and its HITRON, working with the USS *De Wert* (FFG-45) and its embarked Law Enforcement Detachment 406, pursued and intercepted two go-fast vessels carrying a combined load of over 2,400 kilograms of cocaine, detaining their nine crewmembers.[352,353] Four days later, *Boutwell* intercepted the 63-foot Columbian fishing vessel *Angie Mar*, employing warning shots from the embarked helicopter, as well as an entangling device from the small boat in order to stop the vessel.[354] Upon boarding, *Boutwell's* law enforcement team seized nearly 2,300 kilograms of cocaine, detaining the vessel's 12 crewmembers. The crewmembers and contraband were later turned over to Columbian authorities. *Boutwell* returned home to Alameda on February 8th, having completed a highly successful 74-day patrol.[355]

On March 21st, following an 80-year relationship with the city, the Coast Guard officially designated *Boutwell's* homeport of Alameda as a "Coast Guard City." The designation was in recognition of the support Alameda provided to more than 2,600 active duty, reserve, and civilian employees stationed on Coast Guard Island. At the time, only five other cities had received this honorary distinction.[356]

In June 2006, Captain Peter J. Brown relieved Captain Bardo as *Boutwell's* Commanding Officer.[357] Captain Brown, a 1985 graduate of the Coast Guard Academy, had been assigned to three previous afloat units and had recently been Commanding Officer of Tactical Law Enforcement Team South in Miami, Florida.[358] Shortly after taking command, Captain Brown led *Boutwell* on a routine Counterdrug Deployment in the Eastern Pacific. During the deployment, on August 24th, *Boutwell* interdicted the sinking fishing vessel *Mi Panchito* which was carrying over 6,700 kilograms of cocaine.[359,360] On September 12th, *Boutwell*, along with its embarked helicopter, interdicted a go-fast vessel approximately 120 miles west of Puerto Quetzal. After intercepting the vessel, *Boutwell* seized over 2,900 kilograms of cocaine and detained four suspected smugglers. Five days later, *Boutwell* teamed with its helicopter to interdict a second go-fast vessel approximately 460 miles northeast of the Galapagos Islands. During that seizure, *Boutwell* recovered 590 kilograms of cocaine and detained three suspected smugglers.[361,362] On October 17th, almost a month after its previous interdiction, *Boutwell* intercepted and boarded the Ecuadorian fishing vessel, *Ludemar*, finding and seizing 90 kilograms of cocaine.[363]

On November 30th, 2006, *Boutwell* was honored at a ceremony in Alameda for her tremendous success in counterdrug operations in the fall of 2006. During the ceremony, *Boutwell* received four cocaine interdiction stickers for seizing nearly 23,000 pounds of cocaine related to four different cases which included the apprehension of 16 suspected smugglers. The stickers were then affixed to the ship's bridge wings on either side of the pilothouse.[364]

In the early months of 2007, *Boutwell* departed on another Eastern Pacific Counterdrug deployment. During the patrol, in mid February, *Boutwell* participated in the rescue of five sea turtles which were caught in an abandoned fishing net. After releasing the turtles, *Boutwell's* crew proceeded to remove debris from the area to prevent any further impact on marine life.[365]

Beginning July 22nd, 2007, *Boutwell* embarked on a multinational Illegal, Unreported, and Unregulated (IUU) fisheries enforcement patrol in the High Seas Drift Net (HSDN) High Threat Area with an embarked shiprider from the Peoples Republic of China[366] and South Korean observers.[367] The multinational effort included cooperation from Canada, China, Russia, and Japan under the authority of the North Pacific Coast Guard Forum. The Forum, which served as a venue to foster "multilateral cooperation through the sharing of information on matters related to combined operations, exchange of information, illegal drug trafficking, maritime security, fisheries enforcement, illegal migration, and maritime domain awareness," bolstered efforts in 2007 to enforce the United Nation General Assembly's 1991 resolution against high seas driftnet fishing in the Pacific.[368] As part of the North Pacific Coast Guard Forum, *Boutwell* visited Shanghai, China[369] on August 16th[370], joining the Coast Guard Pacific Area Commander, Vice Admiral Charles Wurster, to discuss joint operations.[371] *Boutwell* departed Shanghai on August 20th.[372]

On August 28th, *Boutwell* moored in Yokosuka, Japan, to embark an officer from the China Fisheries Law Enforcement Command (CFLEC), who would assist in enforcing the United Nation's resolution on Chinese-flagged vessels.[373] Six days later, *Boutwell* intercepted the Chinese fishing vessel *Lu Rong Yu 6007* for illegal high seas driftnet fishing, turning the vessel over to Chinese authorities on September 13th.[374] On September 14th, *Boutwell*, with the help of her embarked helicopter, located and intercepted the Indonesian fishing vessel *Fong Seng No. 818,* which was rigged for illegal high seas drift

net fishing. Upon counter-detecting the Coast Guard, the *Fong Seng No. 818* began evasive maneuvers while attempting to hide her gear on deck. After intercepting the vessel, *Boutwell* determined its registry through Right of Approach questioning. *Boutwell's* efforts enabled the State Department to initiate a dialogue with the Government of Indonesia for prosecuting the *Fong Seng No. 818*.[375]

During the patrol, from September 15th through the 21st, a meeting was held in Petropavlovsk Kamchatsky, Russia, known as the U.S. Coast Guard / Russian Northeast Border Guard Directorate Joint Working Group. As part of the meeting, *Boutwell* moored in Petropavlovsk for a mid-patrol break. Led by the Pacific Area Commander, Vice Admiral Charles Wurster, and the Seventeenth District Commander, Rear Admiral Arthur Brooks, Coast Guard representatives met with the Chief, Northeast Border Guard Directorate Lieutenant General Aleksandr Lebedev. During the meeting, personnel exchange opportunities, joint patrols, and scientific, technological, and tactical information sharing were discussed.[376]

After departing Russia, on September 24th, *Boutwell's* embarked helicopter observed the Chinese fishing vessel *Zhe Dai Yuan Yu 829* concealing net spreaders, evidence of illegal driftnets onboard. Upon boarding by *Boutwell's* law enforcement team and the Chinese shiprider, the ship's captain admitted to having two groups of nets approximately 18,000 to 21,000 feet in length. On October 1st, *Boutwell* intercepted and boarded the Chinese fishing vessel *Lu Rong Yu 1961*, which was also engaged in high seas driftnet fishing. Both vessels were placed in the custody of the Chinese shiprider and later escorted to the Tsugaru Straight and transferred to Chinese authorities on October 3rd.[377] Two days later, *Boutwell* seized three fishing vessels, the *Lu Rong Yu 2659, Lu Rong Yu 2660,* and *Lu Rong Yu 6105*, under the authority of the Chinese shiprider. Together, the three vessels were holding nearly 80 tons of squid[378] with all suspected of engaging in illegal high seas driftnet fishing. *Boutwell* later transferred custody of all three ships to the *Midgett* (WHEC 726) for escort and transfer to Chinese authorities.[379]

During the months of September and October alone, *Boutwell* and one of her sister ships, *Midgett,* interdicted six Chinese-flagged vessels engaged in illegal driftnet fishing, transferring custody of all to Chinese authorities for investigation and prosecution.[380] In 2007, the U.S. and China intercepted and seized ten Chinese illegal high-seas driftnetters, with an additional three fined.[381] In conjunction with the 108-day patrol, *Boutwell's* crew enjoyed port calls in Honolulu, Hawaii; Midway Island; Shanghai, China; Yokosuka and Nagoya, Japan; and Petropavlovsk, Russia. Following the patrol, *Boutwell* returned to Alameda on November 6th.[382] For their innovative employment of interdiction tactics as well as efforts in building international partnerships during the patrol, *Boutwell* was awarded the Coast Guard Unit Commendation.[383]

In June 2008, Captain Brown was relieved by Captain Kevin Cavanaugh as *Boutwell's* Commanding Officer.[384] Captain Cavanaugh, a 1980 graduate of the Coast Guard Academy, had previously served as the Coast Guard's Eleventh District Chief of Planning and Force Readiness, Pacific Area Branch Chief, Response Division, as well as a Project Manager at the Coast Guard's Research and Development Center.[385]

Around the World Tour

On January 12th, 2009, *Boutwell* departed Alameda on its second around-the-world deployment as part of the USS *Boxer* Expeditionary Strike Group. The purpose of the deployment was to conduct training and professional exchanges with foreign militaries in the Western Pacific as well as bolster cooperative maritime strategy between the Coast Guard, Navy, and Marine Corps.[386] Following the departure, *Boutwell* sailed to Pearl Harbor, Hawaii, arriving on the 21st. *Boutwell* would later depart Pearl Harbor, crossing the International Date Line on January 23rd.[387]

On February 4th, *Boutwell* moored in Kato Kinabalu, Malaysia, in order to provide maritime law enforcement training to the Malaysian Maritime Enforcement Agency. In addition to an in-depth overview of the U.S. Coast Guard's Use of Force Policy, continuum, and boarding procedures, the Malaysian Coast Guard received hands on training as well as a culminating exercise which included a mock boarding of a fishing vessel. The mock boarding provided the Malaysians an opportunity to apply the techniques learned throughout the training and included a felony arrest of the fishing vessel's master. Apart from training, *Boutwell* crewmembers also assisted in a restoration project of a wetlands conservation park in Kato Kinabalu.[388]

Following the stop in Malaysian, *Boutwell* sailed on to Cochin, India, arriving on February 17th. During the visit, *Boutwell* crewmembers attended cultural events, assisted with refurbishing a Good Hope Relief Home, and attended various presentations by the Indian Coast Guard. Later, a formal reception was held onboard *Boutwell* to provide the Indian Coast Guard with a brief of U.S. culture. On the final day of the visit, *Boutwell* participated in a training exercise with the Indian Coast Guard which included search and rescue and anti-piracy operations. *Boutwell* departed Cochin on February 20th.[389] A day later, *Boutwell* arrived in the Republic of Maldives for a scheduled port visit. During their stay, *Boutwell* provided law enforcement and search and rescue training[390] to the Maldivian National Defense Force. [391] After the short visit, *Boutwell* departed the Maldives on February 24th en route to Pakistan. [392]

On March 5th, *Boutwell* arrived in Karachi, Pakistan, for a four day port visit in conjunction with a 10-day international naval exercise titled AMAN 2009. Representatives of 38 countries participated in AMAN 2009, as well as ships from 11 nations including the U.S., United Kingdom, Pakistan, and Australia. The purpose of the exercise was to bolster maritime security in the region, strengthen international partnerships, and emphasize the importance of maritime cooperation through naval surface exercises, air-defense training, explosive ordnance disposal training, and foreign officer exchanges. For the U.S., AMAN 2009 was part of Maritime Security Operations in the region with the goal of improving the interoperability and tactical proficiency between Coalition nations. After departing Karachi on March 9th, *Boutwell, USS Theodore Roosevelt* (CVN 71), and *USS Lake Chaplain* (CG 57), under U.S. 5th Fleet, commenced the underway portion of the exercises off the coast of Pakistan.[393] Following the exercises, *Boutwell* returned to Karachi on March 12th for the AMAN 2009 closing ceremonies.[394]

Following the exercises, *Boutwell* headed for Bahrain for a much needed logistics stop. During the transit of the Strait of Hormuz, *Boutwell,* which was steaming with USS *Lake Champlain* and Australian frigate HMAS *Warramunga* (FFH 152), was approached by several high-speed Iranian patrol craft. Despite raising the alarm of the Coalition vessels, the transit was completed without incident. On March 19th, *Boutwell* arrived in Bahrain to receive supplies, personnel, and fuel. [395]

After departing Bahrain on March 23rd, *Boutwell* was tasked with patrolling the "hash highway" off the coast of Iran and Pakistan. On March 27th, *Boutwell* encountered a skiff with 22 Iranian men in the Gulf of Oman. The skiff, which had run out of fuel, had been adrift for three days without food or water. After providing medical assistance to four Iranians, *Boutwell* supplied the skiff with food, water, fuel, and medical supplies. After the vessel returned home, the Government of Iran issued a official message of gratitude to the Omani Coast Guard which thanked "Coalition Warship 719" for the humanitarian aid it provided to its sailors. [396] Shortly after, *Boutwell* suffered an engine-room fire which damaged one of its main gas turbine engines beyond repair, forcing her to return to Bahrain for maintenance.[397] From the April 7th to the 18th, *Boutwell* replaced the damaged engine, departing Bahrain on April 19th. [398]

Following a brief stop for fuel in Muscat, Oman, *Boutwell* sailed to the Gulf of Aden, stopping in Djibouti, Djibouti on April 24th. During the brief stop, *Boutwell* was visited by Admiral Thad W. Allen,

the Commandant of the Coast Guard, as well as the Master Chief Petty Officer of the Coast Guard, Master Chief Charles "Skip" W. Bowen. *Boutwell* departed Djibouti on the 25th. On April 28th, *Boutwell* received a distress call from the motor vessel[399] *Skaftafell*[400] stating that they were under pirate attack. *Boutwell's* HH-65 helicopter, which was already airborne, diverted to intercept the pirate skiff. With the assistance of the helicopter, and a French Maritime Patrol Aircraft, *Boutwell* was able to pursue the skiff and launch both of its small boats. After sighting the helicopter, the pirates attempted to flee but were intercepted and boarded by *Boutwell's* law enforcement teams just outside of Somali territorial waters. The boarding teams apprehended and questioned the seven suspected pirates who were later released.[401]

Following operations in the Gulf of Aden, *Boutwell* sailed into the Red Sea, stopping for 24 hours in Jeddah, Saudi Arabia on May 13th. During the short visit, *Boutwell* provided maritime law enforcement and shipboard damage control tactics training to the Saudi Royal Naval Forces. Three days later, *Boutwell* moored in Aqaba, Jordan, providing maritime law enforcement training to the Royal Jordanian Navy. Following its visit to Jordan, *Boutwell* commenced its 100-mile journey through the Suez Canal, later transiting to Santorini, Greece, for a five day port call.[402]

On May 31st, *Boutwell* made history, sailing into Tubruq, Libya, and becoming the first U.S. military ship to visit the country in over 40 years. The three day visit included numerous leadership exchanges, formal and informal dinner receptions, and training with Libyan maritime enforcement personnel. The visit and training, which ranged from international search and rescue to damage control training, was part of a mission to help strengthen the maritime partnerships between the two countries. In addition to the Commanding Officer, Captain Kevin Cavanaugh and Commander, Task Force 68, Captain "Red" Smith, making visits with local military and civilian leaders, *Boutwell* held a luncheon onboard which was attended by the U.S. Ambassador to Libya, Gene A. Cretz.[403]

Following its historic trip to Libya, *Boutwell* made two additional stops in the Mediterranean: Civitavecchia, Italy, and Gibraltar. After leaving Gibraltar on June 14th, *Boutwell* commenced its 3,800 mile, transatlantic trip home. Before making its transit through the Miraflores locks in Panama, *Boutwell* made one final port call in Curacao, Netherlands Antilles. On June 27th, *Boutwell* returned to the Pacific Ocean, steaming south for a brief period to cross the Equator before heading north. *Boutwell* made one final stop in San Pedro, California, in order to onload fuel and supplies as well as pickup family members of the crew for the final leg of the journey. On the evening of July 7th, Rear Admiral Timothy S. Sullivan, Deputy Commander, Pacific Area, arrived via helicopter to participate in *Boutwell's* transit into San Francisco Bay. On the morning of July 8th, *Boutwell* arrived in Alameda having spent 178 days away from home, traveling 41,000 nautical miles, and circumnavigating the globe for the second time in its career.[404] For their exceptionally meritorious service during this period, *Boutwell's* crew was awarded the Coast Guard Unit Commendation.[405]

On October 6, 2009, only a short time after returning home from the around-the-world patrol, *Boutwell* participated in San Francisco Fleet Week 2009. *Boutwell* was joined at the city celebration by the Canadian ships HMCS *Edmonton* (MM 703), HMCS *Brandon* (MM 710), and HMCS *Whitehorse* (MM 705), as well as the USS *Green Bay* (LPD 20) and SS *Jeremiah O'Brien*.[406]

On June 17th, 2010, at a ceremony in Alameda, Captain Cavanaugh was relieved by Captain Thomas E. Crabbs as *Boutwell's* Commanding Officer. Following his relief, Captain Cavanaugh retired from the Coast Guard after 30 years of service.[407] Captain Crabbs, who received his commission from Officer Candidate School in 1987, had previously served as the Commanding Officer for the Cutter *Thetis* (WMEC 910).[408]

With the decommissioning of *Hamilton* (WHEC 715) and new arrival of National Security Cutters to Alameda, *Boutwell* shifted homeports to San Diego.[409] Before departing, a Change of Command was conducted in Alameda on May 12th, 2011, at which Captain Crabbs was relieved by Captain Matthew J. Gimple as Commanding Officer of *Boutwell*.[410] Captain Crabbs would remain in Alameda, assuming Command of the Cutter *Bertholf* (WMSL 750), one of the new National Security Cutters.[411] Captain Gimple, a 1989 graduate of the Coast Guard Academy, had a storied afloat career including Commanding Officer of the cutters *Steadfast* (WMEC 623), *Sturgeon Bay* (WTGB 109), and *Point Sal* (WPB 82352) as well as Executive Officer of the cutters *Mellon* (WHEC 717) and *Willow* (WLB 202).[412] Prior to taking Command of *Boutwell*, Captain Gimple served as *Hamilton's* last Commanding Officer when she was decommissioned on March 28, 2011.[413]

Shortly after the Change of Command, on July 29th, *Boutwell* and *Sherman* marked the formal change of their homeports from Alameda to San Diego. The ceremony was attended by Captain Winton Smith, Commanding Officer of Naval Base San Diego, Mayor Ron Morrison of National City, and members of the Southern California Navy League chapters. During the ceremony, both cutters were formally adopted by the Navy League.[414]

From October 16th to December 14th, 2011, *Boutwell* conducted a two month Eastern Pacific Deployment in support of Operation MARTILLO, its first since changing homeports to San Diego. During the deployment, *Boutwell's* crew seized or disrupted 3,400 pounds of cocaine. Her first case took place on November 2nd, approximately 155 miles from the Galapagos Islands. While monitoring a suspicious fishing vessel, the boarding team noticed three pangas tied off along side. As the *Boutwell's* small boats maneuvered towards the fishing vessel, one of the pangas immediately broke off and began fleeing. *Boutwell's* small boats pursued the panga which eventually jettisoned an estimated 300 kilograms of cocaine. A week later, *Boutwell* disrupted an at sea rendezvous after spotting numerous suspicious fishing vessels in the area. Another estimated 300 kilograms of cocaine was recovered after one of the vessels jettisoned its cargo upon sighting the Coast Guard. The final, and most successful counterdrug operation of the patrol occurred on the day before Thanksgiving while conducting a boarding on the Ecuadorian fishing vessel *Soberano* approximately 230 miles west of El Salvador. During the boarding, *Boutwell's* law enforcement team discovered over 900 kilograms of cocaine, subsequently detaining all nine persons onboard. The vessel, suspected traffickers, and cocaine were later transferred to Ecuadorian officials for prosecution.[415,416]

After returning from deployment, *Boutwell* quickly shifted gears as she entered the 2012 Tailored Ships Training Availability, the Coast Guard's assessment of a vessel's operational readiness. During this period, the *Boutwell* crew proved superior in all major areas including damage control, navigation, combat, and weapons employment, earning a "clean sweep" and passing all drills; the first Hamilton-Class cutter to do so in three years. For the exceptional performance, *Boutwell* earned the Overall Operational Readiness Excellence Award from the Coast Guard Pacific Area Commander.[417]

On June 5th, 2012, *Boutwell* again shifted focuses as she entered the graving dock at Naval Base San Diego for a three month, $5.8 million dry dock availability.[418] The dry dock included critical maintenance to the then 46 year-old cutter, including a full hull inspection, cleaning, and preservation, rudder overhaul and preservation, bow propulsion unit overhaul, anchor chain inspection, and the removal and overhaul of the main propulsion shafts and propellers.[419] During the dry dock, Captain Jim Munro relieved Captain Gimple as *Boutwell's* Commanding Officer.[420] Captain Munro enlisted in the Coast Guard in 1977, advancing to the rank of Chief Petty Officer before being selected for Officer Candidate School in 1987. His previous assignments included Commanding Officer of the cutters *Dallas* (WHEC 716), *Campbell* (WMEC 909), and *Ocracoke* (WPB 1307) and Executive Officer of the cutters *Reliance* (WMEC 615) and *Vashon* (WPB 1308).[421]

Boutwell was refloated in late August and a few weeks later, on September 4th, she set sail for deployment to the Eastern Pacific in support of Operation MARTILLO.[422] On September 16th, less than two weeks into the patrol, and only a short time after arriving in the Main Threat Vector, *Boutwell* received notification from a Navy maritime patrol aircraft of a suspected smuggling vessel transiting at a high rate of speed approximately 50 miles off the coast of Guatemala. *Boutwell* maneuvered for intercept and, once in range, launched both of its small boats in pursuit of the vessel. It didn't take long for the pursuit boats to out run and intercept the go-fast vessel *Blanca Mishel I,* but not before the smugglers had managed to jettison their entire load of contraband. In the end, nearly 600 kilograms of cocaine was recovered from the water and all five crewmembers were detained. Later in the patrol, *Boutwell's* crew enjoyed a relaxing port call in Golfito, Costa Rica. During the visit, the crew participated in a soccer game with the Costa Rican Coast Guard, the Guardacosta, as well as participated in a joint effort to refurbish a local school. The two coast guards painted the current school house, removed significant debris and foliage from the grounds, and even neutralized a large wasp nest in a nearby abandoned building. *Boutwell* returned from the deployment on November 20th.[423, 424]

On April 10th, 2013, *Boutwell* set sail from San Diego for a 92-dayAlaska Patrol, its first in over two years. During the patrol, *Boutwell* served as the sole Bering Sea cutter, executing 25 living marine resource and commercial fishing industry vessel safety boardings along the Aleutian chain and 100-fathom curve. Additionally, *Boutwell* conducted a patrol of the Maritime Boundary Line between the United States and Russia, deterring foreign fishing vessels from entering the U.S. exclusive economic zone and exploiting its resources. Throughout the patrol, *Boutwell* conducted three medical evacuations, using its embarked HH-65 helicopter and aviation detachment from Kodiak to transfer sick and injured fisherman to medical facilities. The patrol served in stark contrast to *Boutwell's* many recent counterdrug deployments in the Eastern Pacific. The crew enjoyed many new port calls in Kodiak, Dutch Harbor, Juneau, and the remote city of Adak. On July 4th, *Boutwell* celebrated Independence Day in Juneau, offering tours to the general public and, later that night, she served as a platform for Coast Guard personnel and their families to view fireworks.[425] A day later, she set sail for home, arriving in San Diego on July 11th.

During the inport period, *Boutwell* executed an extensive, non-drydock maintenance availability. During the maintenance period, over $1.7 million in repairs and overhauls were completed, not including the replacement of the gas generator on the number two main gas turbine, which had been plagued since 2011 with high vibrations that prevented its sustained operation.[426]

On December 16th, 2013, *Boutwell* got underway from San Diego for a two-month Eastern Pacific Deployment. While inport Acajutla, El Salvador, for a brief stop for fuel, *Boutwell's* Combat Information Center watchstander received word of a go-fast vessel 140 nautical miles southwest of Acajutla, proceeding northbound with suspected contraband onboard. The crew quickly completed fueling and got underway from the pier just eight hours after arriving. Immediately after securing from Special Sea Detail, the scream of the turbines could be heard as both were brought online at a flank bell just outside Acajutla's sea buoy. As the sun quickly set, *Boutwell* steamed away from El Salvador at speeds exceeding 27 knots, maneuvering for intercept of the fast moving panga. Just before 11 pm, the Go-Fast Response Bill was set and both small boats were launched as a Navy maritime patrol aircraft flew overhead. Just after midnight, on December 31st, both small boats located the panga *Tati* and commenced a short lived pursuit. After jettisoning its cargo, the *Tati's* crew quickly surrendered to *Boutwell's* boarding team. After recovering 14 bales containing over 630 kilograms of cocaine from the water, *Boutwell's* boarding team detained all three crew members and seized the smuggling vessel.[427, 428]

A week after the interdiction, *Boutwell* was notified by the bulk cargo carrier *New General* of a possible vessel in distress 100 nautical miles southwest of Panama. The vessel had been flagged down by

the fishing vessel *El Apache,* apparently in distress. *Boutwell* quickly confirmed that the vessel had been reported overdue after failing to return home to Panama City, Panama, on December 28th. Once onscene, four tired fishermen were found onboard, having drifted for 14 days after experiencing an engine casualty. The fishermen were quickly transferred to *Boutwell* and provided with fresh water, food, showers, and a phone call home. During the 14 days, the fishermen had survived off rainwater, fish and rice, as well as their fishing bait. After *Boutwell's* rescue and assistance team attempted to restore the engine, it was determined that the vessel would need to be placed in tow. The vessel was placed in tow and *Boutwell* made way towards Panama. The following day, the four men were handed over to the Panamanian Coast Guard for transport home.[429]

A few weeks later, on January 17th, Coast Guard officials received a request for assistance from Costa Rica in locating the 40-foot fishing vessel *Calipso IV,* which had been reported adrift 40 miles off the coast of Nicaragua. After an extensive search by two Joint Interagency Task Force-South patrol planes, the search was suspended pending further information on the vessel. On January 22nd, a Coast Guard C-130 located the vessel approximately 200 miles west of Nicaragua. *Boutwell* quickly arrived on scene, rendering aid to four crewmembers onboard. After a quick assessment, it was determined that the vessel would need to be placed in tow. A short time after the towing evolution began, the *Calipso IV* suddenly listed and began to sink. After determining the vessel to be unsalvageable, it was cut loose and left adrift, eventually sinking. On January 24th, the four men were safely delivered ashore in Acajutla.[430] *Boutwell* returned from the 59-day deployment on February 14th.[431]

Shortly after returning home, *Boutwell* entered the 2014 Tailored Ships Training Availability to evaluate the crew's ability to operate the ship across the full range of her capabilities. During the training cycle, *Boutwell* achieved a clean-sweep in all graded categories, earning accolades from the Afloat Training Group. For her outstanding performance both leading up to and in executing all required evaluations and assessments, *Boutwell* was awarded the Overall Operational Readiness Excellence Award.[432]

The Final Years

On June 6th, 2014, *Boutwell* conducted its last Change of Command at a ceremony held at Naval Base San Diego, with Vice Admiral Charles W. Ray, Commander Pacific Fleet and Defense Force West, presiding. During the ceremony, Captain Edward A. Westfall relieved Captain Munro as the final Commanding Officer of *Boutwell*. Prior to taking command, Captain Westfall was stationed at the U.S. European Command in Stuttgart, Germany, where he served as the Arctic Strategy Branch Chief.[433] A Permanent Cutterman and prior Chief Quartermaster, Captain Westfall had a storied afloat career and many previous commands including Commanding Officer of the cutters *Escanaba* (WHEC 907), *Aspen* (WLB 208), *William Tate* (WLM 560), and *Red Cedar* (WLM 688).[434]

A month later, on July 7th, *Boutwell* departed San Diego on a 91-day Eastern Pacific Counterdrug Deployment. During her transit south, *Boutwell* embarked an HH-65 HITRON helicopter from Jacksonville, Florida, a valuable force multiplier which would see record action during the upcoming deployment. On July 21st, in close coordination with its embarked helicopter, *Boutwell* interdicted the go-fast vessel *Rocio,* apprehending three smugglers and recovering 560 kilograms of cocaine from the water. On August 10th and 11th, *Boutwell* again teamed up with its embarked helicopter to conduct three separate go-fast pursuits, interdicting the go-fast vessel *La Fe de Dios* and go-fast vessel *Reinita III*, and disrupting a shipment carried by the go-fast vessel *Yuli*. In all, seven smugglers were detained and 662 kilograms of cocaine were seized. Between August 22nd and 29th, *Boutwell* and its embarked helicopter conducted three additional pursuits, interdicting the go-fast vessel *Dios es Amor* carrying 500 kilograms of cocaine and three smugglers, and disrupting shipments carried by the go-fast vessel *Nina-Jordana* and an unnamed go-fast vessel.[435]

Less than two weeks later, *Boutwell* conducted its eighth and most significant pursuit of the deployment. On September 11th, in close coordination with Joint Interagency Task Force South, Coast Guard District 11, its embarked HITRON, *Alert* (WMEC 630), and a Navy P-3C Maritime Patrol Aircraft, *Boutwell* orchestrated the joint interdiction of two go-fast vessels, resulting in the seizure of 440 kilograms of cocaine and the detention of seven smugglers. While patrolling 135 nautical miles south of Guatemala, *Boutwell* and *Alert* were notified by the Navy P-3C of two go-fast vessels rendezvousing and conducting a suspected transfer of contraband. After completing the transfer, the go-fast vessel *Yeny Arg* proceeded at a high rate of speed towards land while the go-fast vessel *La Galosa* remained dead in the water. Acting as Officer in Tactical Control, *Boutwell* tasked its helicopter and *Alert* with intercepting the *Yeny Arg* while the Navy P-3C maintained oversight of the *La Galosa.* The helicopter quickly arrived on scene and forced the *Yeny Arg* to heave to as *Alert's* over the horizon small boat arrived to conduct the boarding. Once the boarding team had positive control of the go-fast, the helicopter returned to *Boutwell* for a hot refuel and was re-launched in pursuit of the *La Galosa*.[436]

As the helicopter was launched, the *La Galosa* began making way at a high rate of speed away from the rendezvous point. *Boutwell* raced to intercept the vessel as its helicopter conducted warning shots and disabling fire to stop the vessel. As the helicopter attempted to compel compliance, the crew of the go-fast began jettisoning their payload of suspected contraband. Quickly prioritizing assets, *Boutwell* launched both of its small boats, one to search for jettisoned contraband, and the other to intercept the fleeing go-fast. Through effective use of disabling fire by the helicopter, the *La Galosa* came dead in the water. Once the boarding team arrived on scene, *Boutwell* changed course and immediately proceeded at top speed to the jettison location. Utilizing its other small boat and the helicopter, *Boutwell* commenced a thorough search of the area. Through the outstanding efforts of its lookout, eight bales of contraband were spotted by *Boutwell* and recovered by the small boat. During the subsequent law enforcement boarding of both vessels, evidence was discovered tying the two cases together, allowing for the future prosecution of both as a single counterdrug case.[437]

Boutwell would complete the deployment in similar fashion, executing three pursuits between September 20th and 23rd, interdicting the go-fast vessel *Cristo y Sadith* and disrupting shipments carried by two go-fast vessels without nationality. During the *Cristo y Sadith* case, *Boutwell's* small boat employed warning shots, forcing the vessel to heave to, and allowing the boarding team to detain three smugglers and seize 119 kilograms of cocaine.[438]

Aside from the numerous counterdrug cases, *Boutwell* also participated in an international engagement during a port visit on September 4th and 5th in Puerto Chiapas, Mexico. Upon arrival, *Boutwell* hosted Captain Pedro Gabriel Pineda Berdeja, the 14th Naval Zone Chief of Staff. During the two day visit, members of the *Boutwell* crew toured the 14th Naval Zone Headquarters, Puerto Chiapas Search and Rescue Station and the Tapachula Naval Air Base. On the first day of the visit, the entire *Boutwell* crew was invited to a reception at the Officer's Club on the 14th Naval Zone Base. During the reception, Captain Westfall and the 14th Naval Zone Commander, Vice Admiral Francisco Ramon Tiburcio Camacho, exchanged remarks on the importance of international cooperation in both search and rescue and in the battle against transnational criminal organizations. The highly productive visit concluded with a soccer and basketball game between the 14th Naval Zone and *Boutwell* crew. [439]

Throughout the deployment, and separate from its own counterdrug efforts, *Boutwell* also served as the custodian for 19 additional cases, including 36 suspected smugglers and over 11,000 kilograms of cocaine from the Cutter *Bertholf* (WMSL 750) and Coast Guard Law Enforcement Detachments aboard the USS *McClusky* (FFG 41), USS *Vandergrift* (FFG 48), and USS *Ingraham* (FFG 61).[440,441] *Boutwell* returned to San Diego on October 6th to transfer over 14 tons of cocaine to the Drug Enforcement Administration, receiving a warm welcome from Vice Admiral Charles Ray, Commander Pacific Area

and Defense Force West. During the offload ceremony, *Boutwell* was awarded the Coast Guard Meritorious Unit Commendation for her superior counterdrug efforts and for bolstering international partnerships with Panama, Costa Rica, Guatemala, and Mexico.[442] For her efforts during the deployment, *Boutwell* would later receive recognition from the White House Office of National Drug Control Policy. With the *La Galosa* and *Yeny Arg* interdiction as its centerpiece, *Boutwell* was awarded for her significant contributions to the continuing effort to counter the increasing international and asymmetric threat posed by the trafficking of narcotics, receiving the 2014 U.S. Interdiction Coordinator Award in the Maritime Interdiction/Apprehension category.[443]

After a four month inport, *Boutwell* departed San Diego on January 27th, 2015, for her final Counterdrug Deployment. During the transit south, she once again embarked a HITRON from Jacksonville, Florida. Despite a slow start to the deployment, *Boutwell* saw increased action during the last week of February. While on routine patrol on February 25th, *Boutwell* came upon and subsequently recovered a bale containing 30 kilograms of cocaine. The next day, in the late night hours of February 27th, *Boutwell* and its embarked helicopter successfully pursued and disabled the go-fast vessel *Trueno*, detaining three smugglers and seizing 417 kilograms of cocaine. On February 28th, while operating in the cover of darkness, *Boutwell* and its embarked helicopter successfully surprised and boarded the fishing vessel *Cylberik,* which had a load of contraband ready for immediate jettison and rigged with an array of cement sinkers. Five crew members were detained and the vessel and 164 kilograms of cocaine were seized. The vessel, its crew, and the contraband were later transferred to Guatemala.[444]

In the midst of these operations, *Boutwell* executed a full scale interdiction exercise with the Guatemalan Navy Special Forces and U.S. Navy SEALS on February 26th. This exercise, which involved the combined interdiction of a simulated go-fast vessel with U.S. and Guatemalan assets, helped to promote partner nation cooperation, the exercise of bilateral agreements, and the verification of established communication plans. Throughout the exercise and the subsequent debriefing, *Boutwell* hosted Vice Admiral Carlos Adolfo Thomas Ramirez, Commandant of the Guatemalan Navy. The operation was a huge success, solidifying ties with the Guatemalan Navy and promoting future joint counterdrug operations.[445]

On March 6th, during a mid patrol break in Puerto Chiapas, Mexico, *Boutwell* was notified of a suspicious 266-foot coastal freighter being pursued by the USS *Gary* (FFG 51) and its embarked Coast Guard team, Law Enforcement Detachment 102. After finding numerous indicators of suspicious activity, *Gary* instructed the vessel to prepare to receive a boarding team. During the exchange, the *Altic* began jettisoning suspected contraband and continued to ignore orders to lower a pilot ladder to facilitate the boarding. While waiting for compliance from the *Altic*, *Gary's* small boat recovered several of the jettisoned bales, all containing cocaine. Eventually, the *Altic* complied, lowering its boarding ladder and allowing the Coast Guard's team aboard. After detaining the ship's 14-person crew, *Gary* conducted an extensive search of the area, later recovering 5,284 kilograms of cocaine from the water.[446] The *Altic* interdiction was later hailed as the largest maritime cocaine seizure in the Eastern Pacific Ocean since 2009.[447]

In the days that followed, *Boutwell* was tasked to assist *Gary* in determining the seaworthiness of the vessel and the feasibility of towing the 2,200 long ton freighter to port. After a small fire onboard and after finding significant safety hazards posed by continued operation of its emergency generator, the *Altic's* power was secured, removing the possibility of sailing the ship to port under its own power. *Boutwell* would later take custody of the *Altic,* its 14 crewmembers, and the seized contraband, immediately commencing preparations to tow the vessel. On March 10th, *Boutwell* successfully placed in the ship in tow, commencing a 550 nautical mile journey to Balboa, Panama. After a 10-day transit, *Boutwell* safely arrived in Balboa, turning the vessel over to U.S. officials for prosecution. *Boutwell* completed the deployment with two final cases, recovering an abandon shipment of 660 kilograms of

cocaine on March 28th, and disrupting a shipment carried by an unnamed go-fast vessel the following day.[448]

Due to the outstanding success of her previous bulk offload of cocaine in October, 2014, *Boutwell* was again tasked to serve as custodian for all contraband interdicted by U.S. and partner nation assets between December 2014 and March 2015. Throughout the patrol, *Boutwell* received custody of 12,741 kilograms of cocaine related to 19 separate cases conducted by *Boutwell*, *Bertholf* (WMSL 750), and *Active* (WMEC 618) and Coast Guard Law Enforcement Detachments 102, 103, and 408 embarked on the USS *Gary* and the Canadian Kingston-class coastal defense vessels HMCS *Nanaimo* (MM 702) and HMCS *Whitehorse* (MM 705).[449]

Boutwell returned home to San Diego on April 16th, greeted by the family and friends of the crew, and numerous distinguished guests, including Vice Admiral Kenneth Floyd, Commander, U.S. Navy 3rd Fleet; Vice Admiral Charles Michel, U.S. Coast Guard Deputy Commandant for Operations; Rear Admiral Bill Truelove, Commander, Royal Canadian Navy Maritime Forces Pacific and Joint Task Force Pacific; Ms. Laura Duffy, U.S. Attorney, Southern District of California; and Mr. Lothar Eckardt, Executive Director, National Air Security Operations, U.S. Customs and Border Protection, Office of Air and Marine. During the ceremony, and subsequent offload of all contraband to the Drug Enforcement Administration, the efforts of *Boutwell*, other U.S. entities, and partner nation assets were celebrated for their monumental successes in the continued battle against transnational organized crime.[450] For the exemplary professionalism, expertise, and dedication displayed by *Boutwell* and her crew throughout the deployment, she was awarded the Coast Guard's Special Operations Service Ribbon by Vice Admiral Charles Ray, Commander Pacific Fleet and Defense Force West.[451]

After a brief inport, *Boutwell* returned to Alaska for the first time in over two years, departing San Diego on July 2nd. Throughout the patrol, *Boutwell* executed 26 fisheries boardings ranging from small halibut fishing boats to large factory and mother ships. While operating in the vicinity of Dutch Harbor, *Boutwell* responded to two search and rescue cases, employing its embarked HH-65 helicopter from Air Station Kodiak to evacuate two ailing patients from Kings Cove and False Pass to higher medical facilities in Cold Bay. After these cases, *Boutwell* headed west, providing oversight of the Maritime Boundary Line and preventing the illegal incursion by foreign trawlers into the U.S. exclusive economic zone. While transiting North, *Boutwell* crossed into the Arctic Circle, eventually meeting up with and providing safety zone enforcement for the Royal Dutch Shell oil rigs operating in the Chukchi Sea. During her return south, she patrolled the waters near Kotzebue, Alaska, providing additional security during President Barack Obama's visit on August 31st.[452] The historic event marked the first visit by a U.S. President to America's Arctic.[453] When not on patrol, the crew enjoyed port calls in Kodiak, Dutch Harbor, and Adak. *Boutwell* returned from the 75-day patrol on September 14th.[454] For participating in the protection of oil platforms in support of Operation ARCTIC SHIELD, *Boutwell* was awarded the Coast Guard's Special Operations Service Ribbon.[455]

With just two weeks inport, *Boutwell* returned to sea on a West Coast engagement, participating in events in Seattle, Washington, and San Francisco, California. On October 2nd, *Boutwell* arrived at its former homeport of Seattle in order to participate in the 35th Anniversary Celebration of the *Prinsendam* Rescue. In addition to the current Commanding Officers and crew of *Boutwell* and *Mellon*, the ceremony was attended by a number of passengers, rescue workers, aviators, and former sailors who participated in and witnessed the miraculous rescue of 519 people from the luxury liner *Prinsendam* after it caught fire on October 4th, 1980. Also in attendance was *Boutwell's* former Commanding Officer, retired Captain Leroy Krumm, who provided the closing remarks.[456]

Immediately after departing Seattle for the last time, *Boutwell* headed south to participate in San Francisco's 35th Annual Fleet Week, arriving on October 7th.[457] Joining *Boutwell* at the annual event were

several U.S. Navy ships including the amphibious transport dock ship USS *Somerset* (LPD 25), guided-missile cruiser USS *Cape St. George* (CG 71), guided-missile destroyer USS *Stockdale* (DDG 106), and littoral combat ship USS *Coronado* (LCS 4), as well as the Canadian ship HCMS *Calgary* (FFH 335).[458] On October 11th, joined by more than 100 family and friends of the crew, *Boutwell* participated in the annual Parade of Ships, sailing around the Bay, and passing in review in front of local and military officials. Throughout Fleet Week, *Boutwell* was toured by over 2,000 visitors who were provided with information on the ship's capabilities, missions, and storied history.[459] In the final days of Fleet Week, *Boutwell's* was notified by the Pacific Area Command that she was needed to fill a critical gap in the Bering Sea after one of her sister ship's suffered a mission limiting casualty that prevented her from sailing. On October 13th, *Boutwell* quickly steamed home to complete much needed maintenance and to prepare for her final deployment, arriving on October 14th.[460]

Three weeks later, on an unseasonably warm morning on November 6th, *Boutwell* set sail for Alaska for the last time. While on patrol, *Boutwell* executed three fisheries boardings to ensure compliance with federal fishing and safety laws. For Thanksgiving, the crew enjoyed a mid-patrol break in Dutch Harbor, where many were hosted by local families. On her transit home, she made a brief stop in Juneau, Alaska, before heading south. *Boutwell* returned home to San Diego from then 41-day patrol on December 16th, marking its final day at sea as a commissioned Coast Guard Cutter.[461,462] In 2015, in its 47th and final year of Coast Guard operation, *Boutwell* spent 219 days away from homeport, participating in four deployments, and traveling over 40,000 nautical miles, spanning 70 degrees of latitude, in support of more than half of the Coast Guard 11 statuary missions.[463]

During the subsequent inport, the crew hastily made arrangements to decommission the ship and prepare her for future Foreign Military Sale to the Philippine Navy. On March 16th, at a ceremony held at Naval Base San Diego, *Boutwell* was decommissioned in the presence of many former Commanding Officers and crew, family and friends, and representatives from the numerous Coast Guard units and Commands that provided support during her final years of operation. Vice Admiral Charles Ray, Commander Pacific Fleet and Defense Force West, presided over the ceremony which honored *Boutwell's* storied Coast Guard career and many accomplishments. During the ceremony, *Boutwell* was awarded the Coast Guard Unit Commendation for superior dedication and professionalism while engaged in counterdrug and fisheries enforcement throughout the Pacific.[464]

Conclusion

As *Boutwell's* service to the Coast Guard and the United States draws to a close, she will be remembered as an ambassador for global maritime cooperation, fierce combatant of narco-terrorism, protector of living marine resources, and safe haven for those in distress. In her nearly 48-year career, *Boutwell* seized or disrupted over 260,000 lbs of illicit narcotics, participated in international engagements with 23 foreign nations, protected an unquantifiable number of marine resources, and battled tumultuous seas to save over 850 lives. In the end, the physical hull that is *Boutwell* only provided one of two essential elements which enable ships to achieve operational success. As Captain Westfall stated at her decommissioning ceremony, "each and every *Boutwell* accomplishment was because of the work of those assigned, the work of those who are the other essential element, the crew." By the exceptional efforts of the 3,200 crewmembers that walked her decks, and dedicated themselves to operating and maintaining her, *Boutwell* exceeded the expectations of Lieutenant Commander Russell and Captain Lessing. Through the way her crew handled what was, in 1973, future events, she achieved some claim to fame, and not just within the Coast Guard, sailing swiftly into the 21st Century and maintaining a legacy of excellence to the very end.

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