

PUBLIC AFFAIRS DIVISION  
U. S. COAST GUARD HEADQUARTERS  
WASHINGTON, D. C. 20593

VESSELS-WHEC  
DALLAS  
PHOTOGRAPHER: LEE  
06-11-68 (1)

Aerial view of USCGC DALLAS departing Avondale Shipyard, New Orleans after commissioning.

Second completed of the new 378-foot class of U. S. Coast Guard high endurance cutters, the USCGC DALLAS (WHEC 716) was commissioned into service on October 26, 1967 and based at New York City.

Built by Avondale Shipyards, Inc., New Orleans, Louisiana, the 3,050-ton cutter is outfitted with the most modern equipment available. This includes a closed circuit television system which enables the bridge personnel to see what is happening in various parts of the ship, a combined diesel and gas turbine system and variable pitch propellers. She also has more extensive aerological, oceanographic, communications and plotting equipment than are installed on any comparable ship in the world.

Her dual gas turbines deliver a total of 36,000 shaft horsepower allowing a maximum speed of 29 knots. Using her 7,000 horsepower twin diesel engines to make 20 knots, the DALLAS has a maximum cruising range of 9,600 miles. A 350 horsepower bow propulsion unit aids the cutter in maneuvering alongside dock areas and on rescue missions.

DALLAS' duties include long-range search and rescue, oceanographic research, ocean station patrol, and military readiness. An 80-ft. flight deck accommodates the latest model Coast Guard rescue helicopter.

This is the sixth vessel in Coast Guard history named after Alexander J. Dallas, sixth Secretary of the Treasury.

CREDIT-U. S. COAST GUARD PHOTO

Note: The DALLAS served with Coast Guard Squadron III at Vietnam for nine months during 1969-1970.

WELCOME ABOARD

# WELCOME ABOARD



**UNITED STATES COAST GUARD CUTTER**

# DALLAS

# WHEC-716

**GOVERNORS ISLAND, NEW YORK, N.Y.**



## WELCOME ABOARD

### General Ships Information

The USCGC DALLAS (WHEC 716) is named after Alexander J. Dallas who served as Secretary of the Treasury from 1814-1816 under President James Madison. There have been five Coast Guard Cutters previously named for Secretary Dallas.

The present DALLAS is the second in line of the Coast Guard's newest and largest class of vessels. The ship, built by Avondale Shipyard in New Orleans, Louisiana, at a cost of \$15 million, was commissioned on October 26, 1967. Her main propulsion is provided by two 3500 horsepower diesel engines and two 18,000 horsepower gas turbines. The ship has twin rudders and twin shafts with 13 foot controllable pitch propellers. These propellers can be driven by the diesel engines for a maximum speed of 19 knots, or by the gas turbines for speeds up to 29 knots; or a combination of one diesel engine and one gas turbine can be used to opposite shafts. The ship can cruise comfortably on one gas turbine at speeds up to 22 knots. DALLAS' generators provide a total of 1500 kilowatts of electricity. DALLAS is also equipped with a retractable bow propulsion unit of 350 horsepower that is trainable through 360 degrees. The combination of diesel and turbine engines, controllable pitch propellers, and bow propulsion unit, give DALLAS maneuverability unlike vessels of any other class.

To meet the Coast Guard's military responsibilities, the ship is armed with a single 5"/38 gun mount, two 81 mm mortars forward, three ASW torpedo tubes on each side, three 50 cal. machine guns on each side and one M-60 machine gun on each wing of the bridge.

Along with standard shipboard office and working spaces, DALLAS have a well equipped Oceanographic Laboratory. The Oceanographic Winch Room is completely enclosed allowing oceanographic research to be conducted in all but the severest weather. There is also an Aerological Office and Balloon Shelter for use by U. S. Weather Bureau and Coast Guard Technicians during ocean station patrol, in the gathering of environmental scientific data.

The flight deck aft of the balloon shelter is made of a high stress steel and provides an area for launching and recovering helicopters. The rest of the superstructure is of aluminum construction to reduce topside weight. The ability to fuel and supply electrical starting power permits DALLAS to carry a helicopter repair shop which makes possible minor repairs to the aircraft. The facility for carrying helicopters greatly increases the variety of tasks which the ship may be called on to perform; for example, the Search and Rescue capability in particular is greatly expanded.

DALLAS' normal crew consists of 137 men and 15 officers. The officers' staterooms and crew's quarters are designed to give maximum comfort with all exposed piping and cable runs kept to a minimum throughout. The interior spaces are air conditioned with the exception of the bridge, engineroom and workshops. A generous touch of light colors and contemporary decor afford maximum habitability. Each of the three berthing areas have its own recreational area, including an AM/FM radio and color TV.

There are a total of eight color TV's located throughout the vessel. Additionally, there is a hobby shop located aft on the main deck and a recreational gear locker filled with athletic and sporting equipment easily accessible in the main passageway. The flight deck is frequently used for athletic and recreational activities when weather permits. Music can be piped throughout the ship from the installed music center which is equipped with a stereo tape recorder. DALLAS also boasts a closed circuit TV system that is capable of giving many areas of the ship video coverage and can be interconnected to the ship's recreational color TV's if desired.

The above information provides a general background of DALLAS, and a brief description of the ship and her capabilities. During the period following commissioning, until the fall of 1969 DALLAS' primary mission was Search and Rescue (SAR), Ocean Station patrol, and obtaining oceanographic and meteorological data. In this period the ship made five ocean station patrols in the North Atlantic, each of approximately 32 days duration. In winter, the North Atlantic is a cruel test of any ship's seaworthiness and DALLAS came through in good shape although sustaining some minor topside damage during a very rough patrol in February-March 1969. Enroute to Ocean Station Echo in September of 1968 the vessel became involved in her first major SAR case, when she came upon the Dutch tanker Johannes Franz drifting helplessly with her engineroom flooding in heavy seas. DALLAS remained on the scene for three days providing pumps and other material to keep the Franz afloat until two commercial tugs arrived to tow the stricken ship to Bermuda for repairs. She was also escort ship for the Newport-Bermuda Yacht Race in June of 1968.

DALLAS conducted five weeks of shakedown cruise training at Guantanamo Bay, Cuba early in 1968 and returned there in July of 1969 for refresher training. On both occasions several ports in the Caribbean were visited including Curacao, in the Dutch West Indies; San Juan, Puerto Rico; Nassau, Bahamas, and Ocho Rios, Jamaica. In the fall of 1969 DALLAS left her homeport of Governors Island, New York for a tour of duty with the U. S. Navy and the Pacific Fleet, where she served with U. S. Coast Guard Squadron Three.

In her seven combat patrols, Dallas compiled a very impressive list of accomplishments; The ship replenished for stores, fuel, or ammunition 57 times in 7 months. During 161 Naval Gunfire Support Missions, 7665 rounds of 5"/38 ammunition were fired, accounting for 215 enemy structures destroyed or damaged, 70 bunkers destroyed or damaged, 50 killed in action, 17 wounded in action, 58 sampans destroyed or damaged and 29 supply routes, base camps and rest areas interdicted. The most notable mission came on April 30, 1970 while standing by to support a South Vietnamese Army sweep. After a lull in the action all morning, Dallas was called to provide close gunfire support when 300 South Vietnamese troops were pinned down and nearly overrun by the enemy. The vessel fired almost every projectile she was carrying, breaking the back of the enemy attack. During the long firing mission friendly casualties were flown out to the ship for emergency medical treatment, and the evacuation helicopter was refueled on board.

Dallas crewmen also made a substantial contribution in support of the U. S. policy of medical and civilian aid programs to the civilian population by rendering medical aid to 1550 South Vietnamese; and building a dispensary, school benches to seat over 300 school children, painting a schoolhouse and constructing a playground.

While deployed to Southeast Asia, the vessel acted as administrative command ship for the U. S. Seventh Fleet in Hongkong, visited the ports of Bangkok, Thailand; Singapore; Subic Bay, Philippines; Kaohsiung, Taiwan, Yokosuka, Japan, Pearl Harbor, Hawaii; and the Panama Canal Zone.

In July 1970 Dallas returned from the Far East to resume her normal peacetime duties as an Atlantic Ocean Station vessel.

***Welcome Home***

***USCG DALLAS***



***JULY 14, 1970***

# VIETNAM 1969-70

The United States Coast Guard Cutter Dallas departed Governors Island over ten months ago bound for duty with U. S. Coast Guard Squadron Three off the coast of the Republic of Vietnam.

The 378-foot cutter, commanded by Captain Walter Guy, USCG, has cruised more than 50,000 miles since her departure. She has made a significant contribution to the United States Forces and their allies serving in Vietnam.

The Dallas' primary job was to stop the enemy from getting men and supplies into the Republic of Vietnam by sea. While they cruised off the coasts of Vietnam, the Dallas' crew kept watch on the junks, trawlers and sampans which travel up and down the coastline.

The cutter's crew spent over 78 per cent of their time at sea and investigated more than 4,000 craft. They closely monitored the movement of more than 1700 of the vessels and physically boarded some of the vessels for identification of cargo and crew.

In addition, the Dallas' secondary mission was providing shore bombardment. She fired over 7600 rounds from her five-inch, .38 calibre main battery. She destroyed or damaged more than 300 enemy structures, bunkers, and base camps.

The Dallas' performance in Vietnam is testimony to the motto of the Nation's smallest and oldest continuing seagoing service, "Semper Paratus" -- Always Ready.

Welcome Home ---

## OFFICERS

Captain Walter F. Guy, USCG  
Commanding Officer

Commander William D. Derr  
Executive Officer

LCDR. George F. Ireland  
LCDR. George P. Wisneskey  
LTJG. John D. Keenan  
LTJG. Dennis W. Mahar  
LTJG. John W. Reiter  
ENS. Francis F. Charron  
ENS. Joesph F. Flayer

ENS. Richard W. Schneider  
ENS. Boyce L. Smith  
CWO-3 Robert A. Bhend  
CWO-3 George P. Spaniol  
CWO-2 Francis A. Crabb  
CWO-2 Robert W. Holley  
CWO-2 Warren G. Schwelhart

CWO-2 John W. Weathers

## CHIEF PETTY OFFICERS

ENC R.L. Allen  
ETC O.S. Anderson  
EMC T.N. Comer  
GMCS J.E. Conner  
DCC F.A. Draber

ENC W.R. Floyd  
ENC J.C. Frascchetti  
BMC R.E. Hastings  
YNCS T.J. Irwin

SKC V.A. Lorezca  
QMC J. Moyer  
CSC R.J. Rudder  
ENC R.F. Simpson

## CREW

BM3 J. Green  
BM3 J.M. Hall  
BM3 M.P. Hoey  
BM3 C.L. Ruston  
BM3 W.F. Wolfe  
QM1 W.A. Midgett  
QM3 V.M. Bunting  
QM3 W.S. Racey  
QM3 J.B. Van Etten  
QM3 J.T. Whitford  
RD2 A.R. Krause  
RD2 J.K. Smith  
RD3 J.T. Blanford III  
RD3 K.C. Bodley  
RD3 J.W. Kwietniak  
RD3 T.O. Reynolds  
RD3 B.L. Ruck  
RD3 D.S. Tucker  
SO1 B.L. Robertson  
SO3 M.W. Carroll  
SO3 L.J. Evans  
SO3 M.J. Joyce  
SO3 R.C. Wagner  
SO3 S.T. Webb  
GM1 F.J. Caruso  
GM3 R.L. Hoover  
GM3 D.A. Shearer  
FT1 W.E. Ortloff  
FT2 D.W. Hampton  
FT3 T.W. Howarth  
ET2 J.B. Champagne  
ET3 S.S. Haight  
ET3 R.G. Schalhoub  
TT3 K.M. Bertha  
ETN2 D.D. Dash  
ETN3 L.J. Conners  
RM1 W.W. Cottle  
RM1 C. Fulwood  
RM2 W.G. Furda  
RM2 R.W. Kindt  
RM3 T.L. Engrem  
RM3 C.T. Farina  
RM3 P.J. Harkins

RM3 L.F. Riley  
RM3 R.G. Taylor  
YN2 L.H. Whaley  
SK3 D.R. Hewitt  
SK3 D.P. Micare  
SK3 R.M. Sykes  
CS1 T.M. Benner  
CS2 R.T. Kelly  
CS2 M.J. Murray  
HM1 J.W. Cantrell  
HM3 B.E. Smith  
EN1 M. McCown Jr.  
EN1 D.V. Rennewane  
EN2 J.W. Bell  
EN2 L.J. Domagala  
EN2 G.D. Marks  
EN2 G.D. Menees  
EN2 F.W. Niemeyer  
EN3 R.H. Everts  
EN3 W.A. Luchi  
EN3 J.R. Maggle  
EN3 T.F. Schubert  
EM3 W.N. Barbour  
EM3 A.S. Miller Jr.  
EM3 E.A. Pellett  
EM3 F.A. Roth  
EM3 H.W. Tennis Jr.  
BT1 J.P. Kilgore  
DC3 R.E. Brigham  
DC3 W.O. Collins  
DC3 W.D. Troy  
SD2 A.P. Alba  
SD2 R.O. Tibayan  
SD3 H.S. Calimbahin  
SN M.J. Adelstein  
SN E.R. Bell  
SN S.J. Boguszewski  
SN L.J. Bradley  
SN L. Bratnyk  
SN T.H. Dowd  
SN J.M. Duffy  
SN M. Enright  
SN C.L. Eshleman

SN R.W. Fish  
SN C.S. Johnson  
SN G. Kolar Jr.  
SN B.L. Krongold  
SN M.R. Langevin  
SN S.M. Oblinsky  
SN T.W. Register  
SN E.F. Rolston  
SN J.L. Rounds  
SN J.A. Smith  
SN R.M. Smith  
SN J.J. Sonnenberg  
SN N.P. Thomas  
SN W.D. Tripp Jr.  
SN R.W. Wegenka Jr.  
SN F.H.W. Weiss Jr.  
SN W.D. Whitman  
SA J.H. Fields  
SA L.T. Holland  
SA R.E. Jones  
SA J.L. Lopez  
SA T.G. Mc Andrews Jr.  
SA V.P. Thines  
SA C.L. Wallace  
SA B.E. Winter  
FN D.R. Brooks  
FN T.K. Friedt  
FN M.T. Fritz  
FN J.R. La Grave  
FN J.A. Lauder  
FN L. Mc Clain Jr.  
FN P.J. Mc Grath  
FN D.G. Shields  
FN J.R. Tucker  
FA J.J. Meaney Jr.  
FA P.A. Tuckek  
FA L.A. Wallace  
TN B.C. Amoroso  
TN R.V. Cantos  
TN F.M. Coloma  
TN R.V. Eleazar  
TN B.G. Fontanilla  
TN A.A. Mangune



DEPARTMENT OF TRANSPORTATION  
**COAST GUARD**  
**NEWS**

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 Cleveland, Ohio 44199

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DALLAS  
 FILE

Release No.: 4-19-72

Contact: Lt(jg) James Castagnera 522-3900

Date: 13 July 1972

Time of Release: Immediate

CLEVELAND, June 13--The United States Coast Guard Cutter Dallas, homeported at Governors Island, N.Y., will be cruising the Great Lakes this summer from July 14 through August 11. The Dallas will host 53 cadets and three officers from the Coast Guard Academy in New London, Conn. on this combined public relations and practical training cruise.

Departing New London on June 29, the Dallas will arrive in Ogdensburg, N.Y. about July 14. Next stop will be Cleveland on July 18 and from there the Dallas will make stops at: Milwaukee on July 21; Chicago on July 22; Sault Ste. Marie, Mich. on July 25; Traverse City, Mich. on July 26; and Grand Haven, Mich. on August 2 for the Coast Guard Festival.

The 378-footer will hold "open house" tours for the public and news media at many of these stops. In addition to the publicity aspects of the cruise, the Dallas and its 'temporary' crew of cadets will drill in such shipboard skills as; navigation, seamanship, military readiness, law enforcement, oceanography, and search and rescue.

The 290-foot Coast Guard Icebreaker Mackinaw, homeported at Cheboygan, Mich. will also host a number of Coast Guard Academy cadets and officers on a similar cruise of the lakes this summer. The two cutters will drill together in Lakes Michigan and Huron from August 7 to August 9.

The Dallas cruise and the Mackinaw cruise are for cadets of the first and third classes. While they are gaining training on the Great Lakes, a number of their classmates will be visiting other stateside and foreign ports aboard the sailing barque Eagle and other operational units.

UNITED STATES COAST GUARD ACADEMY

The Coast Guard Academy offers a four year course of instruction in engineering, oceanography, or management, leading to a bachelor of science degree and a commission as Ensign in the U.S. Coast Guard.

It is one of the four U. S. military academies and graduates incur a five year obligation for military service upon graduation. However, unlike the other service academies, appointment is based solely on the results of nationwide competitive examinations.

Applicants for the Academy must be in excellent health, between the ages of 17 and 22, unmarried, 64-78 inches in height with weight proportional, of good moral character, and with a record of academic aptitude and community service.

Potential applicants should write to: Director of Admissions, USCGA, New London, Connecticut 06320.

THE UNITED STATES COAST GUARD

Since 1790 when Congress authorized the construction of "ten boats" to guard the coast against smugglers, the United States Coast Guard has grown to its present size of 38,000 officers and enlisted men, manning over 300 ships, 3500 boats, and 1000 shore facilities. The Coast Guard is a combination of several earlier government agencies including: the Revenue Marine Cutter Service, the Lighthouse Service, the Lifesaving Service, and the Bureau of Marine Inspection. It is the oldest continuous seagoing service in our country's history.



**1972**  
**CADET**  
**CRUISE**



**USCGC**  
**DALLAS**

## HISTORY OF THE USCGC DALLAS

The U.S. Coast Guard Cutter DALLAS is named for the sixth Secretary of the Treasury, Alexander J. Dallas, who served under President Madison from 1814-1816. The present DALLAS is the sixth ship in the Coast Guard history to bear that name.

The first DALLAS was commissioned in New York in 1816 and, after a short career in Savannah, Georgia, she was decommissioned and sold in 1821.

A second DALLAS was commissioned in 1824. She served during the Indian uprisings in Florida in the mid 1830's and later served during the conflict between Mexico and Texas. On September 21, 1836, she was lost while attempting to cross the bar at Tampico, Mexico.

A 160-foot iron steamer, commissioned in April of 1846 was the third DALLAS. She performed survey work for the Coastal Survey in 1848, and was sold on March 4, 1851 by act of Congress for \$5,264.72.

The fourth DALLAS served in commissioned service from 1874 to 1908 and participated in the Grant Memorial Celebration in New York City in 1897. In 1898, she was ordered to act in concert with military authorities in the defense of Boston Harbor.

The fifth Coast Guard Cutter DALLAS began her commissioned service in 1925. She served in Boston, Mass., Pascagoula, Miss., and Sault Ste. Marie, Mich. She was decommissioned in January of 1936, and later that year was transferred to the Navy.

Commissioned in 1967, the sixth DALLAS is a 378-foot high endurance cutter which displaces 2,953 long tons in a normally loaded condition. She is 350 feet between perpendiculars (length at the waterline) and has a beam of 42 feet at her widest point. She was built by Avondale Shipyards Inc. of Avondale, Louisiana. Her keel was laid February 7, 1966, and she was launched on October 26, 1967.

## DALLAS CRUISE OF THE GREAT LAKES

29 June	Depart New London, Conn.
13-14	Stop at Montreal, Canada
15 July	Arrive in Ogdensburg, N.Y. (Public Open House)
18 July	Arrive in Cleveland, Ohio (Public Open House)
21 July	Visit Milwaukee, Wisc.
22 July	Arrive in Chicago, Ill. (Public Open House)
25 July	Stop in Sault Ste. Marie, Mich. (Public Open House)
26 July	Arrive in Traverse City, Mich.
2 August	Arrive in Grand Haven, Mich.
2-6 August	Attend Coast Guard Festival
7 August	Refuel in Muskegon, Mich.
7-9 August	Cadet Training with CGC MACKINAW in Lake Michigan and Lake Huron
11 August	Depart Coast Guard District Nine
16 August	Arrive in New London, Conn.

\*\*\* not complete schedule

## COAST GUARD CUTTER MACKINAW

The Coast Guard Cutter MACKINAW, homeported at Cheboygan, Mich., will again be cruising the Great Lakes this summer. Forty-two cadets and three officers from the Coast Guard Academy will board the MACKINAW in Cheboygan for two months of public relations stops and practical training drills. The MACKINAW will be anchored next to the DALLAS in Grand Haven, Mich. for the annual Coast Guard Festival during the first week of August.

# CAUTION!

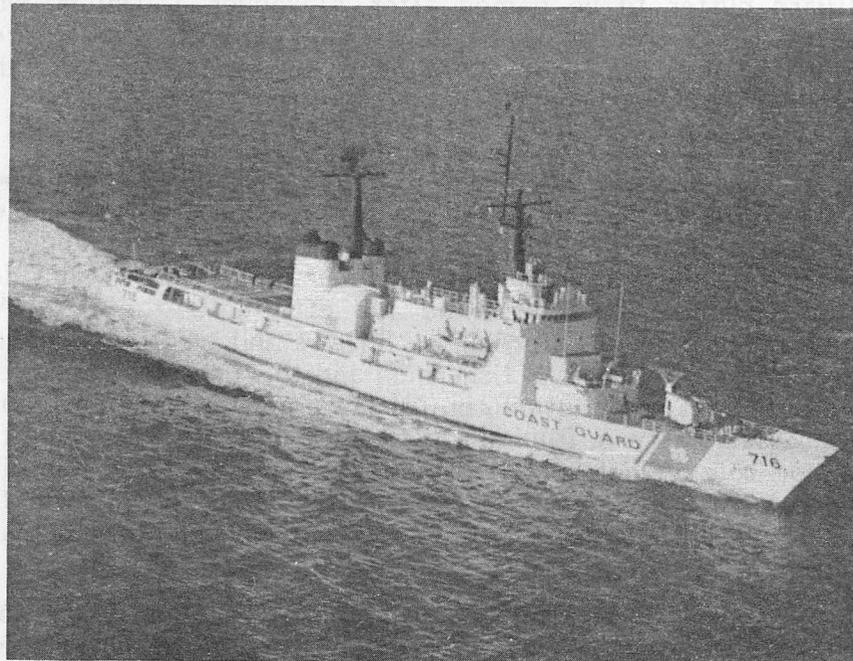
WATCH YOUR STEP

DECKS

SLIPPERY WHEN WET



# WELCOME ABOARD



UNITED COAST GUARD CUTTER

DALLAS

WHEC 716

# USCG DALLAS

( W H E C 7 1 6 )

The USCGC DALLAS (WHEC 716) is the sixth Coast Guard cutter to be named after Alexander J. Dallas, who served as Secretary of Treasury from 1814-1816 under President James Madison. Like many of her namesakes, the present DALLAS has had a rich and varied history.

Perhaps the 378-foot long cutter's most visible duty is search and rescue (SAR), for which she is well equipped. DALLAS is frequently called upon to provide tows to disabled vessels and deliver medical or other rescue assistance to mariners. Less spectacular than her SAR mission, but far more demanding of her time and efforts, is the DALLAS' continuous role in enforcing U. S. laws and treaties including protection of American fishermen and the fisheries resources, enforcement of pollution control laws, and search and seizure of vessels carrying illicit drug traffic. DALLAS also plays a major role in enforcing international and bilateral fisheries agreements. She serves as an effective research platform for oceanographic patrols, and features a well-equipped oceanographic laboratory and winch room.

Now and in time of war, DALLAS is capable of functioning as a destroyer-escort type vessel in a naval formation. She is equipped with a 5"/38 gun mount, three antisubmarine-type torpedo tubes on each side, 20mm and 50 cal. machine guns and various small arms. Her five inch gun enabled DALLAS to engage in 161 naval gunfire support missions during the Vietnam conflict. The DALLAS' crew also actively provided medical and humanitarian services to Vietnamese people.

Built by Avondale Shipyards in New Orleans at a cost of \$15 million and commissioned on October 26, 1967, and the second of her class, DALLAS incorporates the most modern concepts of naval architecture and engineering. She is a strikingly handsome combination of multi-purpose function and poetry-in-motion. Fine lines, a power plant featuring twin diesels for cruising speeds and twin gas turbines for higher speeds up to 27 knots, twin 13-foot diameter adjustable-pitch propellers, and a retractable 350-horsepower bow propulsion unit combine to give her superior speed and maneuverability. For example, DALLAS is capable of "walking" in a sideways direction into a dockspace with tug assistance.

Rated as a "high endurance" cutter, DALLAS can remain at sea for extended periods, and can cruise 14,000 nautical miles without refueling. To enhance habitability for long cruises, the DALLAS' living quarters, ample lounge spaces and dining areas are well appointed and air-conditioned. Meals are prepared by well-trained subsistence specialists and are arranged to provide a balanced diet.

As part of her commitment to military readiness in peacetime, DALLAS annually withstands the rigors of Navy refresher training in Guantanamo Bay, Cuba. In 1975, DALLAS was the recipient of the coveted Commander, Atlantic Area 'Gold E' award for continued excellence in operational readiness during refresher training over a five year period.

Underway, four sections of the ship are centers of ceaseless activity: the bridge features LORAN A and LORAN C receivers for navigation, two sonar depthsounders, a radar repeater, and a wealth of communications facilities. The Combat Information Center, located on the 0-2 deck level, is equipped to monitor vessel traffic patterns, and acts as a controlling station during flight operations, SAR cases, air, anti-submarine, surface and electronic warfare (EW). Radio Central, functions as an around-the-clock message and communications center, and features advanced teletype and cryptographic facilities. In the engine room, DALLAS engineers continuously monitor the power and propulsion plant from a modern control booth which is air-conditioned and relatively quiet.

When she operates in conjunction with a Coast Guard helicopter, her capabilities for law enforcement and Search and Rescue are greatly enhanced. Flight operations are observed from the bridge via a closed circuit television system.

Since her first crew breathed life into her, DALLAS has performed countless missions effectively. The leadership of her officers and the efforts of her men have not only given her the proud reputation she enjoys today, but continues to offer challenge to each new crew. Through the efforts of all hands, she has and will continue to live up to her motto: Semper Nostra Optima--ALWAYS OUR BEST.

DALLAS RETURN TO NY  
3-3-3-3-3-3-3-3-3-3  
CREEDON

"It was not unusual to see a cutter towing four or more boats at a time," Brogdon continued. Because of the strain on many of the older boats and the necessity of the cutters to maintain high speeds to answer all of the distress calls, many empty boats were set adrift.

The hectic pace for the DALLAS continued for six weeks. In addition to answering calls for assistance and aiding over 300 boats, she was also responsible for the coordination of the Coast Guard, Navy, and Marine Corps units aiding in the operation.

The fleet that was put together under DALLAS's command was unprecedented in Coast Guard history. "I have never seen six large cutters working together in an operation at the same time," said Brogdon. "And never have 12 major Coast Guard cutters worked together on a lifesaving mission like this over a 40 day period."

As unique as the Coast Guard South East Squadron (as the DALLAS's group was known) was, the response by the crew

(MORE)

DALLAS RETURNS TO NEW YORK  
4-4-4-4-4-4-4-4-4-4-4-4-4-4-4  
CREEDON

was typical. One sailor said, "I can sum up what we did in four words: 'We did our job'."

For the crew, 24 hour work days were not uncommon. Helicopter maintenance crews on the DALLAS worked into the early hours of the morning to make sure their craft were ready for the next day. Men volunteered to babysit for refugee children or make toys for them. Blankets from the crew's bunks were freely given to some of the 500 refugees which crowded the flight deck and open spaces of the DALLAS. Men took up collections to buy candy for the children.

Over 111,000 refugees reached the United States during the boat lift. For the Coast Guard, it was a supreme test of its lifesaving abilities. The effects of it, in terms of deferred maintenance and personnel turnover all over the Coast Guard, will be felt for a long time. What is noted is that the loss of life was kept miraculously low. Those who needed aid received it and misery was eased whenever possible.

(MORE)

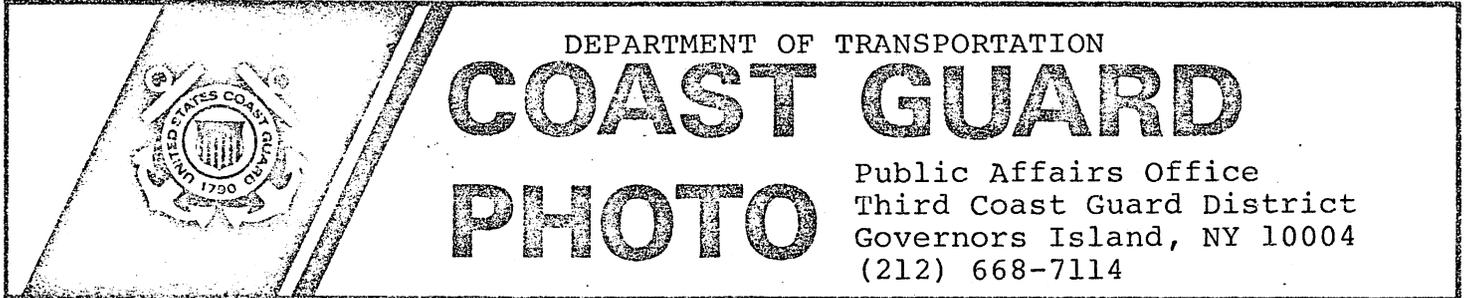
DALLAS RETURNS TO NEW YORK  
5-5-5-5-5-5-5-5-5-5-5-5-5-5-5  
CREEDON

The DALLAS will be in New York for four weeks. Some of the ship's maintenance will be taken care of and the crew will be getting a long deserved rest. After her shore break the DALLAS is scheduled to head south once again for more patrols in the Florida area.

Thirty-two miles southeast of Key West on Friday June 6 at 9:30 p.m., on a lightning-lit night sea, a small boat pulled away from the Coast Guard Cutter DALLAS and headed for the Cutter INGHAM, a 327-foot High Endurance Cutter from Norfolk, Virginia, which was rolling in the swells 800 yards away. A brief wave to the DALLAS from the small boat's crew and a simple ceremony was concluded. Captain Brogdon in the DALLAS had relinquished command of the South East Squadron to Captain Dempsey in the INGHAM with an exchange of charts, messages, and stories of the unparalleled efforts mounted by the Coast Guard, Navy, and Marines.

What will survive longer in the minds of the crew of DALLAS will not be the superlatives that have been heaped on them; rather, it will be the memory of the thousands of

(MORE)



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 Contact: Photojournalist Gregory Creedon Time of Release: Immediate

DALLAS' LAST SAR CASE BEFORE ARRIVAL IN NEW YORK

Coast Guard Cutter DALLAS, was enroute to New York and a long deserved break when it was called upon by the Seventh Coast Guard District for one final Search and Rescue case.

DALLAS had been serving as the On-Scene Commander for the Coast Guard-Navy effort in the Cuban boatlift, and had left New York March 29.

About 150 miles off South Carolina, DALLAS received a radio report was received from the 30-foot sail boat ST. HELENA. The sole occupant of the boat was sick and disoriented. DALLAS rendezvoused with the boat and sent a hospital corpsman aboard, who found the man in be in satisfactory condition. An officer from the DALLAS was put on board the boat to help the man sail back to South Carolina and the DALLAS headed to New York and a huge welcome.

USCGC DALLAS {WHEC 716}  
\*Semper Nostra Optima\*

Length	378 feet	Draft	20 feet
Beam	42 feet	Displacement	3050 tons
propulsion	gas turbines/diesel	Horsepower	36,000/7,000
Max. speed	29 knots	Max. range	14,000 miles

U.S. Coast Guard Cutter DALLAS is the second vessel of the 378 ft. "Hamilton" class. Named after former Secretaries of the Treasury, these are the largest vessels in the Coast Guard {with the exception of two polar class icebreakers}. She was built by Avondale Shipyard in New Orleans, launched on Oct. 1, 1966 and commissioned on Oct. 26, 1967. She is named after Alexander J. Dallas who served as Secretary of the Treasury from 1814 to 1816 under President James Madison. Her present homeport is Governors Island, New York, N.Y.

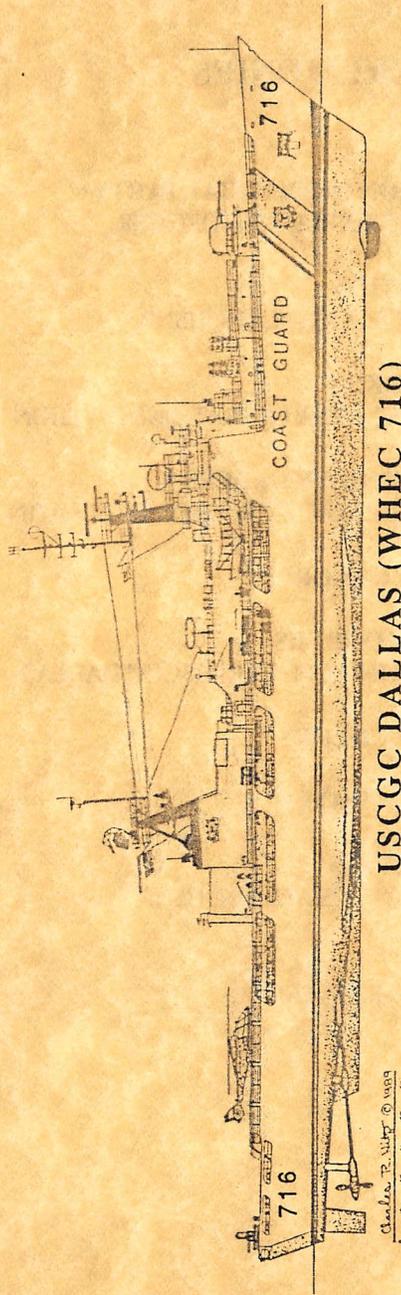
Her missions include search and rescue, enforcement of U.S. laws and international treaties, protection of American fishermen and U.S. fishing rights, narcotics law enforcement, Haitian migration interdiction operations, oceanographic works and military readiness to operate with the navy in national emergencies.

To meet the Coast Guard's military responsibilities, DALLAS is armed with a single 5"/38 cal. gun mount, twin "triple stacked" ASW torpedo tubes, 20mm and .50 cal. machine guns. She is capable of ship-helicopter operations for either search and rescue, ASW operations and/or law enforcement.

DALLAS recently received the Coast Guard Unit Commendation Medal for outstanding achievements during her last two month patrol in the Caribbean. Making seven drug seizures, arresting 51 persons, confiscating 102,685 pounds of marijuana, interdicting three migrant vessels and returning 116 illegal aliens to their home countries, DALLAS had a very busy patrol.

DALLAS is manned with 18 officers and 155 enlisted men. Her present commanding officer is Capt. Gary F. Crosby.

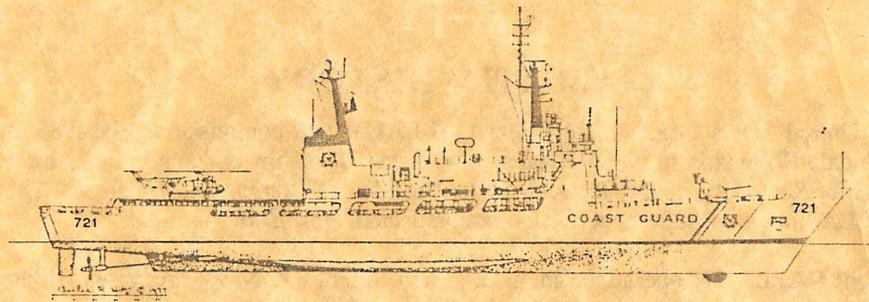
\*Always Our Best\*



## USCGC DALLAS (WHEC 716)

<b>Crew:</b>	19 Officers / 156 Enlisted	<b>Range:</b>	14,000 Nautical Miles (13 Knots)	<b>Sensors:</b>	AN/SPS-40B Air Search Radar AN/SPS-64 Surface Search Radar AN/WLR-1G Electronic Support AN/SQR-17A Digital Sonobuoy Processor
<b>Length:</b>	378'3"	<b>Capacities:</b>	Fuel (95% usable) 211,000 Gal. Aviation Fuel 5,838 Gal. Water 16,000 Gal.	<b>Helicopter Capability:</b>	Lamps MK1 Aircraft w/radar ESM, MAD and two torpedos HH-65A Dolphin w/radar
<b>Beam:</b>	42'0"	<b>Armament:</b>	76mm main battle 2 20mm machine guns 4 .50 caliber machine guns 2 triple torpedo tubes 2 SRBOC "Chaff" launchers Phalanx CIWS Harpoon SSM		
<b>Draft:</b>	22'8"				
<b>Displacement:</b>	3,000 Tons				
<b>Propulsion:</b>	2 Fairbanks-Morse 12 Cyl 3,500 SHP* each 2 Pratt-Whitney FT-4A Turbines 18,000 SHP* each				
<b>Speed:</b>	1 Diesel 12 Knots 2 Diesels 16 Knots 1 Turbine 22 Knots 2 Turbines 29 Knots				

SHP\* - Shaft Horsepower

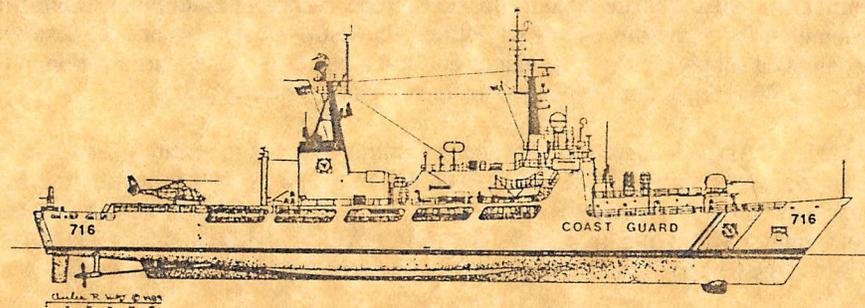


## USCGC GALLATIN

### DECOMMISSIONING OF UNITED STATES COAST GUARD CUTTER GALLATIN (WHEC 721)

&

### RECOMMISSIONING (IN COMMISSION SPECIAL) OF UNITED STATES COAST GUARD CUTTER DALLAS (WHEC 716)



## USCGC DALLAS

## GALLATIN HISTORY

The United States Coast Guard Cutter GALLATIN was commissioned in 1969 at Avondale Shipyards in New Orleans, Louisiana. The ship is named after Albert Gallatin, Secretary of the Treasury under Presidents Jefferson and Madison. The GALLATIN's present homeport is Governors Island, New York.

Recent GALLATIN operations include: "Solid Shield 89" Naval Exercise, a Joint Law Enforcement Patrol with the Venezuelan Coast Guard, and a three week Northwest Atlantic Fisheries Patrol. GALLATIN was also involved in many rough-weather ship rescues.

Some of the more noteworthy arrests and seizures included the sailing vessel CAPILYA with five tons of marijuana and interdiction of the motor vessel EL TORO which failed to stop and be boarded until .50 caliber gunfire was used to disable the vessel's propulsion. EL TORO was subsequently boarded and was found to be carrying more than 25 tons of marijuana. It was then sunk with the 5 inch gun due to unseaworthiness caused by the gunfire. GALLATIN was involved in quelling a mutiny involving the American fishing vessel GULF STAR where one crewmember was wounded by gunshot.

GALLATIN is scheduled to enter Fleet Renovation and Modernization (FRAM). During the two-year overhaul the ship will receive the same system upgrades and enhancements as DALLAS

## DALLAS HISTORY

The United States Coast Guard Cutter DALLAS was commissioned in 1967 at Avondale Shipyards in New Orleans, Louisiana. The ship is named after Alexander J. Dallas, Secretary of the Treasury under President Madison. The DALLAS' present homeport is Governors Island, New York. During the Vietnam War, in seven combat patrols, DALLAS compiled a very impressive list of accomplishments. During 161 naval gunfire support missions, 7665 rounds of ammunition were fired accounting for numerous enemy casualties, 58 destroyed sampans and 29 destroyed or damaged supply routes, base camps and rest areas. DALLAS' participation in the Vietnam War earned her the Navy Meritorious Unit Commendation.

In 1973, DALLAS served as On Scene Commander for the search for survivors from the cargo ship NORSE VARIANT which broke up 250 miles off the New Jersey coast. Only one survivor was found. In 1986, DALLAS served as On Scene Commander following the space shuttle CHALLENGER accident. DALLAS received the Coast Guard Meritorious Unit Commendation for her assistance.

DALLAS entered the Fleet Renovation and Modernization Program in 1986. Enhancements include installation of super rapid blooming chaff, fleet satellite communications, a LAMPS 1 electronic suite and upgrades in air search radar capability and replacement of the gun mount and gun fire system.

## ORDER OF CEREMONIES

**ARRIVAL AND INTRODUCTION OF OFFICIAL PARTY\***  
COMMANDER R.C. GONSKI, EXECUTIVE OFFICER

**INVOCATION**  
LIEUTENANT D.G. TAYLOR, CHAPLAIN, USNR

**REMARKS**  
CAPTAIN J.M. LOY, CHIEF, ATLANTIC AREA OPERATIONS DIVISION

**REMARKS AND READING OF ORDERS \***  
CAPTAIN C.B. NEWLIN, COMMANDING OFFICER, USCGC GALLATIN

**STRIKING OF COLORS \***

**READING OF ORDERS**  
CAPTAIN C.B. NEWLIN, COMMANDING OFFICER, USCGC DALLAS

**HOISTING OF COLORS \***

**SETTING THE WATCH**

**BENEDICTION\***  
LIEUTENANT D.G. TAYLOR, CHAPLAIN, USNR

**\* GUESTS PLEASE STAND**

## *ACKNOWLEDGMENTS*

*National Oceanic & Atmospheric Administration (NOAA)*

*Caretaker Site Office Charleston  
Southern Division, Naval Facility Engineering Command*

*Charleston Metro Chamber of Commerce  
Military Affairs Committee  
&*

*Various Charleston Area Businesses*

*City of North Charleston*

*Charleston Naval Complex Redevelopment Authority*

*Navy League of the U.S., Charleston Council*

*Patriots Point Naval & Maritime Museum*

*U.S. Coast Guard Auxiliary, Flotilla 12-3*

*Charleston County Sheriffs Office, Marine Division*

*City of North Charleston Police Department*

**DEPARTMENT OF TRANSPORTATION**

**UNITED STATES COAST GUARD**



## *Homeporting Ceremony*

*U.S. Coast Guard Cutter DALLAS (WMEC 716)*

*&*

*U.S. Coast Guard Cutter GALLATIN (WMEC 721)*

*North Charleston, South Carolina*

*14 September 1996*

## ORDER OF EVENTS

### Band Selections

U.S. Coast Guard Band, New London, CT

### Arrival of Official Party \*

### Presentation of Colors \*

### Invocation \*

Lieutenant Ted M. Fanning, Chaplain Corps, U.S. Naval Reserve  
Group Chaplain, U.S. Coast Guard Group Charleston

### Remarks

Rear Admiral John W. Lockwood, U.S. Coast Guard  
Commander, Seventh Coast Guard District

Vice Admiral Kent H. Williams, U.S. Coast Guard  
Commander, U.S. Coast Guard Atlantic Area

The Honorable Marshall Sanford, Jr.  
U.S. Representative, South Carolina

### Keynote Speaker

The Honorable Ernest F. Hollings  
U.S. Senator, South Carolina

### Comments by Commanding Officers

Captain James W. Underwood, U.S. Coast Guard  
Commanding Officer, *USCGC DALLAS* (WHEC 716)

Captain Wayne K. Gibson, U.S. Coast Guard  
Commanding Officer, *USCGC GALLATIN* (WHEC 721)

### Special Presentation

The Honorable R. Keith Summey  
Mayor, City of North Charleston, South Carolina

### Benediction \*

### Retirement of Colors \*

### Departure of Official Party \*

## Vice Admiral Kent H. Williams, USCG Commander, U.S. Coast Guard Atlantic Area



Vice Admiral Kent H. Williams assumed duties as Commander, Atlantic Area; Commander, Fifth Coast Guard District; and Commander, Maritime Defense Zone Atlantic on 14 June 1996.

His most recent assignment was as Chief of Staff of the U.S. Coast Guard and Commanding Officer of U.S. Coast Guard Headquarters, Washington, DC. There he was responsible for the management, administration, and allocation of resources and served as architect of the service's Streamlining Plan. These initiatives led the service through a reorganization of its support and entire command and control structures on a scale not seen since the end of World War II.



His previous afloat commands include *USCGC DURABLE* (WMEC 628); and several patrol boats, both in Cape May, NJ and Da Nang, Vietnam. His past ashore assignments include Coast Guard Station Cape May, NJ; command of the First Coast Guard District, Boston, MA and Maritime Defense Zone Sector One; and duty as the Secretary of Transportation's Regional Emergency Transportation Coordinator for the Northeast during one of the most severe winters of this century. Upon promotion to flag rank in 1990, he served first as the Resource Director/Comptroller and then as Chief, Office of Acquisition, at Coast Guard Headquarters.

Vice Admiral Williams received a Bachelor of Science degree with honors in Engineering from the U.S. Coast Guard Academy in 1965. He is a distinguished graduate of both the U.S. Naval Postgraduate School (Master of Science degree in Financial Management) and the Naval War College. He also graduated from the Massachusetts Institute of Technology as a Sloan Fellow with a Master of Science degree in Management Administration.

Vice Admiral Williams' decorations include the Distinguished Service Medal, four Legions of Merit, a Bronze Star Medal with combat "V," three Meritorious Service Medals, a Combat Action Ribbon, a Presidential Unit Citation, and the Cutterman's insignia.

He is married to the former Geraldine M. Boyle; both are natives of Forty Fort, PA. They have three adult, married daughters: Deborah, Rebecca, and Jessica.

\*Guests please stand.



## U.S. Coast Guard Cutter DALLAS (WHEC 716)

### COAT OF ARMS

**SHIELD:** Blue, red, and white are the colors traditionally used by the U.S. Coast Guard and are also our national colors. Blue symbolizes coastal waters, the cutter's theater of operations; red is emblematic of vitality, valor, and sacrifice; and white is for integrity. Gold implies excellence and achievement. The five stars were adapted from the Dallas family's coat of arms and together with the anchor allude to the previous cutters as well as the present cutter named in honor of Alexander J. Dallas. The anchor is a symbol of sea power and maritime service.

**CREST:** The six spears denote swiftness, aggressiveness, and readiness; while commemorating the six commendations received by the *USCGC DALLAS*. They are tied together with a red ribbon which symbolizes the numerous special operations service ribbons received. The wreath of laurel is symbolic of high ideals, honor, and achievement.

**MOTTO:** "Semper Nostra Optima" is Latin for "Always Our Best."

## Captain James W. Underwood, U.S. Coast Guard Commanding Officer

Captain James W. Underwood graduated from the U.S. Coast Guard Academy in 1972 with a Bachelor of Science degree. In 1988, he graduated from Harvard University's John F. Kennedy School of Government, with a Masters degree in Public Administration.

Before assuming command of the *DALLAS* on 1 July 1996, his most recent assignment was as Chief, Intelligence and Investigations Branch for the Seventh Coast Guard District, where he directed the operation of the Maritime Intelligence Center (MARINCEN) in Miami, FL. During his tenure, Captain Underwood served aboard *USS MOUNT WHITNEY* (LCC 20) as the Commander Task Group 185.5, which directed Coast Guard forces during Operation UPHOLD DEMOCRACY: the United States' mission to restore democratically elected President Aristide as head of Haiti's government.

Prior to his assignment in Miami, Captain Underwood was the Commanding Officer of the Cutter *CONFIDENCE* (WMEC 619), homeported in Port Canaveral, FL (1992-1994). During this time, he served as Commander Task Unit 44.7.4 in support of Operations ABLE MANNER and SUPPORT DEMOCRACY.

During other afloat assignments, he commanded the Cutter *SWEETBRIER* (WLB 405), a buoy tender homeported in Cordova, AK (1984-1987); served as Executive Officer in both the Cutters *MODOC* (WMEC 194) and *CITRUS* (WMEC 300) in Coos Bay, OR (1979-1981); and was a watch officer in the Cutter *GLACIER* (WAGB 4), an icebreaker homeported in Long Beach, CA.

Captain Underwood's previous assignments ashore include Chief, Liaison to the United States House of Representatives (1988-1992); Commanding Officer, Coast Guard Training Team One (1981-1984); and Chief of Boating Affairs, Aide to the District Commander, and Public Affairs Officer in the Eleventh Coast Guard District (1974-1979) in Long Beach, CA.

Captain Underwood's decorations include three Meritorious Service Medals with the operational distinguishing device, three Coast Guard Commendation Medals with the operational distinguishing device, the Navy Commendation Medal, the Coast Guard Achievement Medal, and various service and campaign awards.

He is married to the former Katherine Ann Vaverchak of New Britain, CT. They have one daughter, Kate, who is a freshman at the American University in Washington, DC.

## HISTORY OF USCG..C DALLAS (WHEC 716)

*USCGC DALLAS* (WHEC 716) is the sixth U.S. Coast Guard Cutter to bear the name of Alexander J. Dallas, the Secretary of the Treasury under President James Madison (1812-1816). The *DALLAS* was originally commissioned in 1967 at Avondale Shipyards, in New Orleans, LA, and then was homeported at Governor's Island, NY.

In her early years, *DALLAS* collected valuable meteorological and oceanographic data as part of the GATE project and assisted commercial aircraft crossing the Atlantic. During seven combat patrols in Vietnam, *DALLAS* compiled an impressive list of accomplishments, including 161 naval gunfire support missions involving 7,665 rounds of five-inch ammunition. These resulted in 58 sampans destroyed; and 29 supply routes, base camps, or rest areas damaged or destroyed.

In 1980, *DALLAS* was the command ship for the historic Mariel Boat Lift, in which 125,000 Cubans set sail for the shores of Florida in dangerously unseaworthy vessels. At that time, it was the largest humanitarian operation in U.S. Coast Guard history. In 1983, *DALLAS* earned a Coast Guard Unit Commendation for her operations which included the seizure of seven vessels smuggling over 103,000 pounds of marijuana and the interdiction of 90 Haitian migrants. In 1986, responding to the Space Shuttle *CHALLENGER*, *DALLAS* served as the On-Scene Commander for what was, at the time, the largest search and rescue operation in U.S. Coast Guard history. *DALLAS* received the Coast Guard's Meritorious Unit Commendation for her assistance.

In response to renewed threats of a mass exodus from Haiti, Operation ABLE MANNER began in January 1993 with Coast Guard and Navy ships and aircraft deploying in unprecedented numbers. *DALLAS* assumed command of this flotilla on three separate patrols during 1993, receiving her second Coast Guard Unit Commendation for her efforts. During the Haitian migrant crisis of 1991-1992, *DALLAS* was in command of the largest flotilla of Coast Guard Cutters ever assembled, with over 27 cutters on station at one time. Nearly 35,000 migrants were rescued from hundreds of over-crowded, unseaworthy vessels. *DALLAS* received the Humanitarian Service Medal and the Coast Guard Unit Commendation for her monumental effort in establishing an operational task organization that serves as a model for multi-unit operations of today's Coast Guard.

*DALLAS* spent the summer of 1994 representing the Coast Guard at the 50th Anniversary of the D-Day invasion of Normandy, which included being part of the invasion re-enactment fleet. Soon after, *DALLAS* was called upon to be the flag ship for Operation ABLE VIGIL, responding to the mass exodus of people from Cuba. This operation was the largest Coast Guard-controlled action since

World War II. Again, *DALLAS* received the Coast Guard Unit Commendation for her service. At the close of this patrol, it coordinated the repatriation of Haitian migrants from Guantanamo Bay, Cuba to Haiti after the U.S. Occupation.

In the summer of 1995, *DALLAS* was selected to make an unprecedented deployment with the U.S. Sixth Fleet in the Mediterranean Sea. *DALLAS*' missions included working with the *USS THEODORE ROOSEVELT* (CVN 71) Battle Group in support of Operation DENY FLIGHT, and conducting training and professional exchanges in various countries in the Mediterranean, Adriatic, and Black Seas. In over three months, *DALLAS* worked with the navies, coast guards, and maritime agencies of Turkey, Romania, Bulgaria, Tunisia, Slovenia, Albania, and Italy. This marked the first time a U.S. Coast Guard Cutter deployed with the Sixth Fleet and entered the Black Sea.

*DALLAS* spent the last few months of 1995 in the Brooklyn Naval Yard, experiencing the most extensive dry dock in the history of the Coast Guard. Maintenance included removal of the sonar dome; installation of a new evaporator; overhaul of all electronic antennas, transducers, steering gear, and bow prop; upgrading of the AN-SPS 40 radar; and the conversion of two fuel oil tanks to JP-5 aviation fuel tanks. In addition, *DALLAS* was sand blasted and painted. During the three-month dry dock, 2.2 million dollars worth of maintenance and repairs was completed.

On 5 July 1996, only four days after Captain James W. Underwood assumed command of *DALLAS*, the proud ship set sail for the Caribbean for a 68-day deployment in support of Joint Interagency Task Force East. The highlight of the patrol was the seizure of two vessels. On 11 August, *DALLAS* intercepted and seized the Colombian registered *M/V COLOPAN*, carrying 3,850 pounds of marijuana. Just ten days later, *DALLAS* seized the Haitian *M/V EXPRESS* carrying 348 kilograms of cocaine. *DALLAS* began the deployment at Naval Station Mayport, FL for Training Readiness Availability (TRAV). During the first week at TRAV, *DALLAS* was diverted to a position one mile north of the Cuban territorial limit to act as Command Task Unit for Operation MONITOR II. *DALLAS* and her task group, consisting of U.S. Coast Guard Cutters *BARANOF* (WPB 1318), *MONHEGAN* (WPB 1305), and *CHANDELEUR* (WPB 1319), kept close watch on a flotilla of Cuban-American vessels protesting the sinking of a Cuban tug boat. The operation was a success: the flotilla remained outside Cuban waters and the Cuban Navy did not intervene. Always flexible, *DALLAS* conducted an Officer Candidate training cruise in the midst of vigorous counternarcotics operations.



## U.S. Coast Guard Cutter GALLATIN (WHEC 721)

### COAT OF ARMS

**SHIELD:** The shield is adapted from a previous *USCGC GALLATIN* coat of arms. The two blues denote deep and coastal waters; gold is emblematic of honor and high achievement. The trident symbolizes weaponry and maritime law enforcement, while the compass rose represents navigation and the far-reaching scope of the search and rescue mission of *GALLATIN*.

**CREST:** The flashes denote quick response and the *GALLATIN*'s modern electronic warfare system. *GALLATIN* is the sixth U.S. Coast Guard Cutter named in honor of Albert Gallatin, who served as Secretary of the Treasury under Presidents Jefferson and Madison. The billets allude to these six ships and suggest gold bars alluding to Albert Gallatin's career with the U.S. Treasury. The flashes and bars together simulate the rotary blade movement of a helicopter highlighting the *GALLATIN*'s landing, fueling, and repair facilities that serve the U.S. Coast Guard and U.S. Navy.

**MOTTO:** The colors of the scroll recall the U.S. Coast Guard and national colors: red, white, and blue.

## Captain Wayne K. Gibson, U.S. Coast Guard Commanding Officer

Captain Wayne K. Gibson is a native of Tampa, FL. He holds a Bachelors degree in Personnel Management, a Masters degree in Public Administration, and is a graduate of the Naval War College. His distinguished Coast Guard career began when he graduated from Officer Candidate School in 1973. Captain Gibson has served aboard six Coast Guard Cutters before assuming command of the *GALLATIN* on 27 May 1995. As Commanding Officer of *GALLATIN*, he is responsible for the safety of the ship, her crew of 170 Coast Guard men and women, and the accomplishment of assigned missions. Other afloat assignments as Commanding Officer include the Cutters *POINT COUNTESS* (WPB 82335), *CLOVER* (WMEC 292), and *CONFIDENCE* (WMEC 619). His ashore assignments include duty as the Operations Officer at Vessel Traffic Service New Orleans, LA and duty as the Coast Guard Military Liaison Officer in Barbados and the Eastern Caribbean. The most recent ashore assignment was as Chief of the Officer Assignment Branch at the (now) Coast Guard Personnel Command.

Captain Gibson's decorations include two Meritorious Service Medals, six Coast Guard Commendation Medals, the Joint Service Commendation Medal, and two Coast Guard Achievement Medals.

He is married to the former Kathleen Blanchard of Newport News, VA.

### **HISTORY OF USCGC GALLATIN (WHEC 721)**

*USCGC GALLATIN* (WHEC 721) is the sixth U.S. Coast Guard Cutter to be named after Albert Gallatin, who served as Secretary of the Treasury under Presidents Jefferson and Madison. Albert Gallatin was born in Switzerland in 1761 and came to America in 1780. In his long career of dedicated public service, he held office as a U.S. Representative and a U.S. Senator from Pennsylvania; a U.S. Ambassador to France and to the Court of St. James (Great Britain); and as President of the National Bank. He founded New York University and helped negotiate the Treaty of Ghent to end the War of 1812. Albert Gallatin died in 1849 and is buried at Trinity Church, in New York City, the homeport for *GALLATIN* through September 1996.

The present "*GALLATIN*" was built by Avondale Shipyard in New Orleans, LA, with an eye toward the changing world in which *GALLATIN* must carry on the traditions of America's oldest, continuous sea service. *GALLATIN* was designed and constructed as one of 12 multi-mission Hamilton Class cutters, which incorporate modern concepts of naval architecture and engineering. *GALLATIN* is a unique naval vessel which balances the need for highly

sophisticated operational capabilities with comfort and convenience for a crew of 20 officers and 158 enlisted personnel.

Commissioned on 20 December 1968, *GALLATIN* operated on ocean station through 1976. In 1977, the cutter had her first counternarcotics arrest and seizure. Through the 1980s, she continued her impressive record with a total of 21 seizures. While the cutter performed numerous humanitarian and marine environmental protection missions, she also participated in three U.S. Navy and Allied Forces operations, including OCEAN VENTURE, OCEAN SAFARI, and MAGIC SWORD. In 1989, *GALLATIN* commenced a two-year Fleet Renovation and Modernization (FRAM) overhaul at Bath Iron Works, Portland, ME. On 20 December 1991, *GALLATIN* was recommissioned (Special Status) at Governor's Island, NY.

Through the first half of the 1990s, *GALLATIN* proved worthy of her humanitarian mission as the Task Commander Unit during Operations ABLE MANNER and ABLE VIGIL. *GALLATIN* was responsible for rescuing at least 3,000 of the more than 27,000 Cubans and Haitians saved by the U.S. Coast Guard during 1993 and 1994. *GALLATIN* was the only Coast Guard Cutter to take part in the Battle Fleet of the Atlantic of 1993, in Europe, where she carried out International Relations. In 1995, the cutter safely interdicted over 500 Dominican Republic migrants as part of Operation ABLE RESPONSE. *GALLATIN* also participated in professional exchanges with the Colombian Coast Guard and the Barbadian Coast Guard, which involved significant hands-on training. *GALLATIN* was highly recognized for four major drug seizures, totaling more than 3,000 pounds of cocaine throughout 1995.

In 1996, *GALLATIN* visited 14 foreign ports during her historic, four-month European deployment: Azores, Germany, Sweden, Finland, Estonia, Latvia, Lithuania, Ireland, Morocco, Malta, Bulgaria, Georgia, Turkey, and Tunisia. During the first month of her deployment, *GALLATIN* made history as the first U.S. Coast Guard Cutter to participate in the 25th annual U.S. Navy-sponsored Baltic Operations (BALTOPS) exercise. This year's BALTOPS was the largest ever, involving 48 ships and 12 air squadrons from 14 countries. The exercise included training in seamanship, surface and air surveillance, gunnery exercises, and maritime interception operations. Throughout the deployment, *GALLATIN* crewmembers demonstrated traditional U.S. Coast Guard missions, such as maritime law enforcement, at-sea search and rescue, and pollution response methods. They also conducted professional exchanges in shipboard helicopter operations, medical assistance, damage control, and personnel. Lastly, the crew interacted with many of the host nation personnel by participating in sports, receptions, and community service projects.



MAT CHARLESTON

### **U.S. Coast Guard Maintenance Augmentation Team Charleston**

U.S. Coast Guard Maintenance Augmentation Team (MAT) Charleston, SC is a group of engineering technicians under the command of Commander Michael J. Mangan of U.S. Coast Guard Naval Engineering Support Unit (NESU) Miami, FL.

The MAT's primary responsibility is to assist *USCGC DALLAS* (WHEC 716) and *USCGC GALLATIN* (WHEC 721) in engineering maintenance. It is also a host command for the U.S. Coast Guard Southeast Regional Fisheries Training Center and for two Special Agents of the U.S. Coast Guard Investigative Service, Resident Agent Office Charleston, SC.

MAT Charleston was formed when streamlining efforts relocated the two, 378-foot WHECs and their associated MAT from Governor's Island, NY to North Charleston, SC in March 1996. During this move, a skeleton crew moved into Building 681, on the corner of Osprey Street and South Hobson Avenue, on the former Naval Base Charleston. This building is now referred to as the "Vessel Support Facility." The team became fully manned in July 1996.

Personnel assigned to the MAT consist of five Machinery Technicians, four Electrician Mates, two Damage Controlmen, and one Storekeeper. Supervision of this 12-person team is provided locally by Lieutenant Jeffrey S. St. Clair, a naval engineer, whose primary responsibility is to be the WHEC Port Engineer.

MAT personnel augment the cutters' engineering crew and play an integral role in the accomplishment of routine preventive maintenance and special projects. MAT Charleston is unique in that it functions much like a U.S. Coast Guard Support Center. The following functions are among those provided for the WHECs when they are away from their home port: shipping and receiving, hazardous waste coordination, vehicle management, and mail handling. In regard to the Vessel Support Facility, the MAT acts as the facilities manager for all structures, Pier Papa, and the surrounding grounds.

**The  
Coast Guard  
Hymn**

---

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave  
Who bidd'st the mighty ocean deep  
its own appointment limits keep:  
O hear us when we cry to thee  
For those in peril on the sea.*

*O Christ, whose voice the waters heard,  
And hushed their raging at thy word, Who  
walkedst on the foaming deep  
And calm amid the storm didst sleep:  
O hear us when we cry to Thee  
For those in peril on the sea.*

*O Holy Spirit, who didst brood  
Upon the waters dark and rude,  
And bid their angry tumult cease,  
And give, for wild confusion peace:  
O hear us when we cry to Thee  
For those in peril on the sea.*

*Eternal Father, Lord of Hosts,  
Watch o'er all who guard our coasts.  
Protect them from the raging seas  
Give them light and life and peace,  
Grant them from Thy throne above  
The shield and shelter of Thy love.*

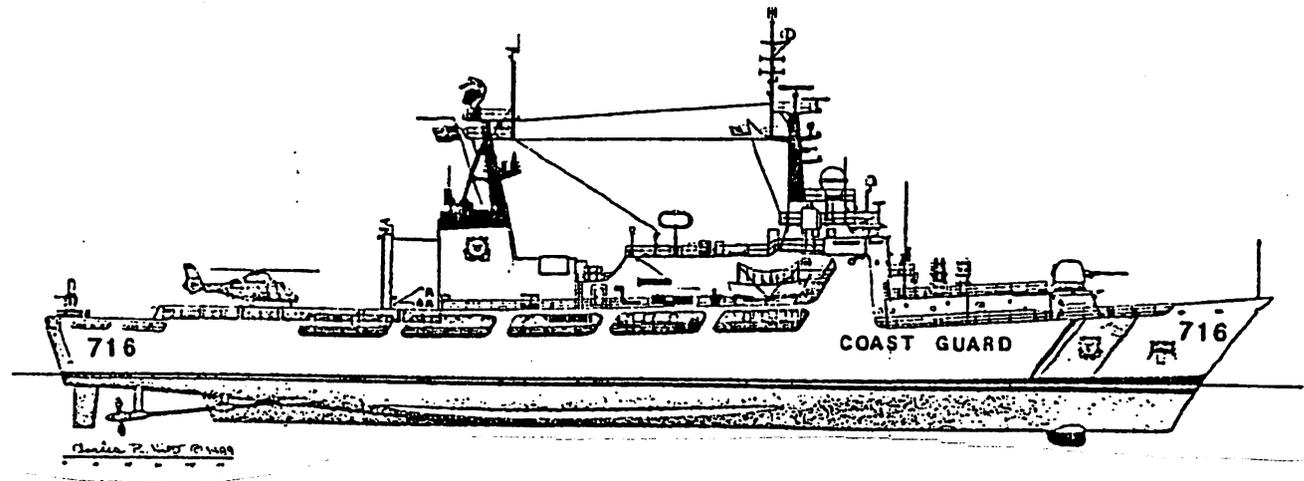
**Amen**

**COMMISSIONING  
OF**

**UNITED STATES  
COAST GUARD CUTTER  
DALLAS (WHEC 716)**

**15 JUNE 1990**

**15 June 1990  
Governors Island, New York**



## USCGC DALLAS (WHEC 716)

<b>Crew:</b>	19 Officers / 156 Enlisted	<b>Range:</b>	14,000 Nautical Miles (13 Knots)	<b>Sensors:</b>	AN/SPS-40B Air Search Radar
<b>Length:</b>	378'3"	<b>Capacities:</b>	Fuel (95% usable) 211,000 Gal.		AN/SPS-64 Surface Search Radar
<b>Beam:</b>	42'0"		Aviation Fuel 5,838 Gal.		AN/WLR-1G Electronic Support
<b>Draft:</b>	22'8"		Water 16,000 Gal.		AN/SQR-17A Digital Sonobuoy Processor
<b>Displacement:</b>	3,000 Tons	<b>Armament:</b>	76mm main battle	<b>Helicopter Capability:</b>	Lamps MK1 Aircraft w/radar
<b>Propulsion:</b>	2 Fairbanks-Morse 12 Cyl 3,500 SHP* each		2 20mm machine guns		ESM, MAD and two torpedos
	2 Pratt-Whitney FT-4A Turbines 18,000 SHP* each		4 .50 caliber machine guns		HH-65A Dolphin w/radar
<b>Speed:</b>	1 Diesel 12 Knots		2 triple torpedo tubes		
	2 Diesels 16 Knots		2 SRBOC "Chaff" launchers		
	1 Turbine 22 Knots		Phalanx CIWS (to be installed)		
	2 Turbines 29 Knots		Harpoon SSM (to be installed)		

SHP\* - Shaft Horsepower

## History of the Cutter DALLAS

The United States Coast Guard Cutter DALLAS was originally commissioned in 1967 at Avondale Shipyards in New Orleans, LA. The ship is named after Alexander J. Dallas, Secretary of the Treasury under President James Madison. DALLAS' present homeport is Governors Island, NY. During the Vietnam War, in seven combat patrols, DALLAS compiled a very impressive list of accomplishments. During 161 Naval gunfire support missions, 7665 rounds of ammunition were fired accounting for numerous enemy casualties, 58 destroyed sampans, and 29 destroyed or damaged supply routes, base camps, and rest areas, earning her the Navy Meritorious Unit Commendation.

In 1973, DALLAS served as On Scene Commander for the search for survivors from the cargo ship NORSE VARIANT which broke up 250 miles off New Jersey. In 1986, DALLAS served as On Scene Commander following the space shuttle CHALLENGER accident and received the Coast Guard Meritorious Unit Commendation for her assistance.

DALLAS entered the Fleet Rehaul and Modernization Program in 1986. For three years, she underwent many changes and enhancements. These include installation of super rapid blooming chaff, fleet satellite communications, a LAMPS 1 electronic suite for anti-submarine warfare, upgrades in air search radar capability, and replacement of the gun mount and gun fire system.

As DALLAS embarks on a new decade, she is prepared to meet the everchanging demands of this Nation. Many thanks go to the GALLATIN/DALLAS crew for their dedication and hard work during crossdecking. On Dec. 20, 1989, DALLAS was put in Special Commission. During this "ready for sea period," the crew spent many hours readying the ship for certification. DALLAS and her crew continue to live up to the ship's motto:

**Semper Nostra Optima - ALWAYS OUR BEST!!**

The Commissioning Ceremony is the most important ceremony in the history of a Coast Guard Cutter. The essence of the ceremony is the acceptance of the ship by the Coast Guard, entitling to fly the commission pennant and to be designated a U.S. Coast Guard Cutter.

There are two major steps in the commissioning process. Initially, the builder turns the ship over to the Area Commander. The latter, who is the intermediary between the builder and the prospective commanding officer, receives the ship and executes the commissioning.

After receiving the ship, the Area Commander executes the commissioning. The officer who accepts the ship assumes command, and proceeds to act as host for the remainder of the ceremony.

According to Naval Customs, Traditions and usage, the commissioning pennant is a reduced version of the "pennon" used by every noble family in the Middle Ages, and on which were emblazoned the arms of the bearer. These streamers, sometimes of great size and length, were flown on board ships in which the owners were embarked. The pennant today is standard in size, but nonetheless represents the personal insignia of the officer appointed to command the ships.

The Coast Guard pennant and ensign were established by Congress in 1799 to distinguish ships of the Revenue Marine Service. Both bear 16 stripes for the states of the (then) Union. The pennant also carries 13 stars.

### *History of the Cutter Dallas*

The United States Coast Guard Cutter DALLAS was originally commissioned in 1967 at Avondale shipyards in New Orleans, LA. The ship is named after Alexander J. Dallas, Secretary of the Treasury under President James Madison. DALLAS' present homeport is Governors Island, NY. During the Vietnam War, in seven combat patrols, DALLAS compiled a very impressive list of accomplishments. She participated in 161 naval gunfire support missions, fired 7665 rounds of ammunition which accounted for 58 destroyed or damaged supply routes and base camps, and numerous other enemy casualties. DALLAS was awarded the Navy Meritorious Unit Commendation for her accomplishments in Vietnam.

In 1973, DALLAS served as on scene commander for the search and rescue of the cargo ship NORSE VARIENT which broke up 250 miles off the New Jersey coast.

During the 1980's DALLAS played an important role in stopping illegal maritime activities. In 1983, DALLAS earned a Coast Guard Commendation award for operations which included the seizure of seven vessels carrying over 103,000 pounds of marijuana and the interdiction of three Haitian migration attempts, resulting in the return of 90 illegal migrants to Haiti.

In April 1980, DALLAS served as on scene commander during the Mariel boat lift, saving or assisting many of the thousands of Cubans who braved the treacherous waters between Cuba and Florida.

In 1986, DALLAS served as on scene commander following the Space Shuttle CHALLENGER disaster. DALLAS received the Coast Guard Meritorious Unit Commendation for her assistance.

DALLAS entered the fleet renovation and modernization program in 1986. Her changes included installation of super rapid blooming chaff for decoying incoming projectiles, fleet satellite communications, a LAMPS MK1 electronic suite for anti-submarine warfare, upgrades in air search radar capability, and replacement of the gun mount and fire control system. DALLAS' completed weapons suite will include the CIWS Missile Defense System, to be installed during fiscal year 1993.

During the last months of 1991, DALLAS was involved in yet another history making mission, acting as the commander task unit of the largest contingent of Coast Guard units ever assembled, in response to the Haitian migration crisis. Cutter DALLAS was one of the first Coast Guard units on station during this extraordinary humanitarian mission, in which over 10,000 Haitian lives were saved at sea. DALLAS formed the plans and procedures by which all follow-on rescue operations were conducted. DALLAS received the Coast Guard unit commendation with operational distinguishing device for her outstanding efforts.

Since her first crew breathed life into her hull, DALLAS has performed countless humanitarian, military, environmental protection and law enforcement missions. The leadership of her officers and the efforts of her crew have earned DALLAS a proud reputation that offers a challenge to every new crew member.

The DALLAS continually lives up to the coast guard motto "SEMPER PARATUS" -ALWAYS READY! The DALLAS has always, and will continue, to live up to her motto, "SEMPER NOSTRA OPTIMA" - ALWAYS OUR BEST!



## **CHANGE OF COMMAND**

**USCGC DALLAS  
(WHEC-716)**

**26 JUNE 1992**

**GOVERNORS ISLAND, NEW YORK**



**CAPTAIN ROBERT C. OLSEN, JR.**  
**U.S. COAST GUARD**

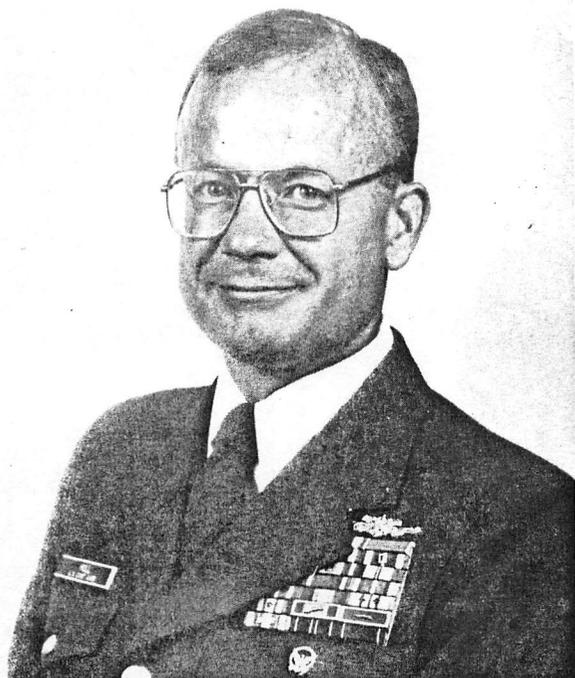
***Hometown: New London, CT***

- 1969 Graduated from U.S. Coast Guard Academy
- 1969-1971 Deck Watch Officer, USCGC COOK INLET, Portland, ME
- 1971-1973 Commanding Officer, USCGC CAPE CROSS, Gloucester, MA
- 1973-1976 CG Headquarters, Training and Education Staff
- 1976-1978 Executive Officer, USCGC MADRONA, Portsmouth, VA
- 1978-1979 Masters Degree, Management  
US Naval Post Graduate School, Monterey, CA
- 1979-1981 Commanding Officer, USCGC SWEETBRIER, Cordova, AK
- 1981-1984 CG Headquarters, Officers Assignments
- 1984-1986 Commanding Officer, USCGC DEPENDABLE, Panama City, FL
- 1986-1987 Chief, Operational Law Enforcement, Third Coast Guard District, New York, NY
- 1987-1989 Assistant Chief, Operational Forces Atlantic Area, New York, NY
- 1989-1990 Naval War College, Newport, RI
- 1990-1992 Commanding Officer, USCGC Dallas

***Medals and Awards:*** Coast Guard Commendation Medal with Operational Distinguishing Device and three Gold Stars; Coast Guard Commandant's Letter of Commendation Ribbon; Coast Guard Meritorious Unit Commendation with Operational Distinguishing Device and three Gold Stars; Joint Meritorious Unit Award; Sea Service Ribbon with four Bronze Stars, and National Defense Service Medal, and Coast Guard Bicentennial Ribbon.

Captain Olsen is married to the former Maureen Foye, New London, CT. He is the father of two children; Colleen and Derek.

**CAPTAIN JAMES D. HULL**  
**U.S. COAST GUARD**

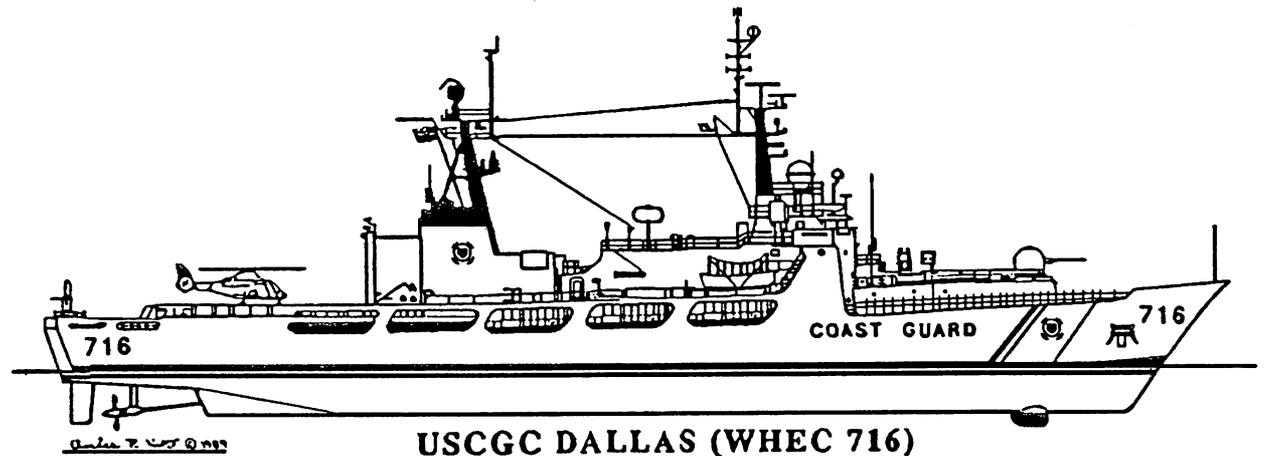


Hometown: North Ridgeville, Ohio

- 1969 Graduated from the U.S. Coast Guard Academy
- 1969-1972 Deck Watch Officer, USCGC Rush  
San Francisco, Ca. and South East Asia
- 1972-1973 Executive Officer, USCGC Red Birch  
San Francisco, Ca.
- 1973-1974 Masters in Operations Research and Statistics  
Rensselaer Polytechnic Institute, Troy, NY
- 1974 - 1978 Assistant Professor, U.S. Coast Guard Academy  
New London, Ct.
- 1978 MBA, University of New Haven  
New Haven, Ct.
- 1978-1980 Commanding Officer USCGC Red Birch  
Baltimore, Md.
- 1980-1984 CG Headquarters, Branch Chief  
Programming, Planning, and Budgeting for the  
Training and Education Division  
Washington, D.C.
- 1984-1986 Commanding Officer, USCGC Alert  
Cape May, N.J.
- 1986-1989 CG Headquarters, Branch Chief,  
CG Budget Execution and Analysis  
Washington, DC
- 1989-1990 CG Headquarters, Asst. Chief,  
Congressional and Governmental Affairs  
Washington, D.C.
- 1990-1991 CG Headquarters, Chief, Congressional and  
Governmental Affairs, Washington, D.C.
- 1991-1992 National War College  
Washington, D.C.

*Medals and Awards:* Legion of Merit, Meritorious Service Medal, Navy Commendation Medal with Combat V, Coast Guard Commendation Medal with Operational Distinguishing Device, Coast Guard Achievement Medal with Operational Distinguishing Device and one Gold Star, Coast Guard Commandant's Letter of Commendation Ribbon with Operational Distinguishing Device, Combat Action Ribbon, Coast Guard Unit Commendation, Navy Meritorious Unit Commendation, Coast Guard Meritorious Unit Commendation with Operational Distinguishing Device, Coast Guard Bicentennial Ribbon, National Defense Service Medal with one Bronze Star, Vietnam Service Medal with two Bronze Stars, Coast Guard Special Operations Ribbon, Coast Guard Sea Service Ribbon with one Bronze Star, Republic of Vietnam Unit Gallantry Citation, Republic of Vietnam Unit Civil Actions Citation, Republic of Vietnam Campaign Medal, Rifle Marksmanship Ribbon, Pistol Marksmanship Ribbon.

Captain James D. Hull is married to the former Judith Ferris of East Hartford, CT. They are the parents of two children, Jason and Jessica.



**USCGC DALLAS (WHEC 716)**

**USCGC DALLAS (WHEC 716)**

<b>Crew:</b>	19 Officers / 156 Enlisted	<b>Range:</b>	14,000 Nautical Miles (13 Knots)	<b>Sensors:</b>	AN/SPS-40B Air Search Radar
<b>Length:</b>	378'3"	<b>Capacities:</b>	Fuel (95% usable) 211,000 Gal.		AN/SPS-64 Surface Search Radar
<b>Beam:</b>	42'0"		Aviation Fuel 5,838 Gal.		AN/WLR-1G Electronic Support
<b>Draft:</b>	22'8"		Water 16,000 Gal.		AN/SQR-17A Digital Sonobuoy Processor
<b>Displacement:</b>	3,000 Tons	<b>Armament:</b>	76mm main battle	<b>Helicopter Capability:</b>	Lamps MK1 Aircraft w/radar
<b>Propulsion:</b>	2 Fairbanks-Morse 12 Cyl 3,500 SHP* each 2 Pratt-Whitney FT-4A Turbines 18,000 SHP* each		2 .50 caliber machine guns 2 triple torpedo tubes 2 SRBOC "Chaff" launchers Phalanx CIWS (to be installed)		ESM, MAD and two torpedos
<b>Speed:</b>	1 Diesel 12 Knots 2 Diesels 16 Knots 1 Turbine 22 Knots 2 Turbines 29 Knots				HH-65A Dolphin w/radar
	<b>SHP* - Shaft Horsepower</b>				

*Engineering Department*

LCDR M. E. Raber  
 LTJG M. P. Fays  
 LTJG L. A. Reid  
 ENS E. J. Gagliano  
 ENS T. F. McDonnell  
 ENS J. T. Roth  
 CW02 D. W. Whitehead  
 DCC W. J. Adams  
 DCI L. J. Minervini  
 DC2 M. F. Dewitt  
 DC3 H. E. Dearinger  
 EMCS D. Segarra  
 EM1 E. J. Gilmore  
 EM2 D. L. Lee  
 EM3 B. L. Moylan  
 EM3 J. P. Hamm Jr.  
 FNEM D. L. Brehm  
 MKCS D. R. Nolf  
 MKC K. L. Fleury  
 MK1 W. W. Carroll  
 MK1 J. A. Curren  
 MK1 M. A. Straker  
 MK1 C. Wojaczyk Jr.  
 MK2 M. O. Kay  
 MK3 L. S. Cowles  
 MK3 D. N. Miller  
 MK3 B. J. Bradford  
 MK3 J. Quinones  
 MK3 R. E. English  
 MK3 D. W. Diebert  
 FA M. S. Carter  
 FA R. L. Casher  
 FA M. J. Eaton  
 FN A. C. Fisk  
 FA J. D. Hodge  
 FA T. M. Kimball  
 FA R. J. Breeze  
 SR P. E. Martin  
 FN R. L. Ransom  
 FA K. W. Hazzard  
 FA G. N. Werner  
 FA D. A. Celli  
 FN K. M. McKenna  
 FA C. R. Reaume  
 FA B. S. Reynolds  
 FA R. A. Seitz  
 FA G. L. Tindle

*Operations Department*

LCDR M. D. Inman  
 LTJG P. J. Hill  
 ENS M. F. McPhearson  
 ENS S. R. Klein  
 CW02 B. A. Hartman  
 TTI A. W. Tiffany  
 ETC J. Garcia  
 ET1 M. C. Dobson  
 ET2 W. Brown  
 ET2 E. J. Burch  
 ET3 G. I. Marra  
 ET2 J. E. Ring  
 ET3 R. J. Thomes  
 ET3 A. K. Shafer  
 SNET M. J. Murray  
 QMC R. D. Simmons  
 QM1 S. J. Attaway  
 QM1 N. S. Eckhart  
 QM2 R. T. Koemp  
 QM3 K. S. Denicker  
 QM3 R. Woodill III  
 QM3 B. H. Bouck  
 QM3 J. C. Brewster  
 SNQM L. M. Kieliszewski  
 RDC C. R. Martinez  
 RD1 R. L. Baran  
 RD2 J. C. Lamar Jr.  
 RD2 H. C. Smith  
 RD2 S. J. Dooley  
 RD2 B. Womack  
 RD3 M. M. Ramirez  
 RD3 K. D. Hennen  
 RD3 C. M. Dimauro  
 RD3 W. C. Brannon Jr.  
 RD3 J. M. Moore  
 SNRD D. A. Ouellette  
 SNRD A. C. Kowalewski  
 RMC K. E. Steiner  
 RM2 J. R. Miller  
 RM2 S. Tut  
 RM2 A. A. Anderson  
 RM3 K. M. Farris  
 RM3 K. M. Sperlik  
 RM3 R. C. Bell

*Supply Department*

LT A. L. Daly  
 LTJG L. E. Farrell  
 CW02 W. R. Middleton  
 HSC T. W. Manuel  
 SKC K. A. Hoffman  
 SK1 H. M. Hjardehall  
 SK3 A. S. Walker  
 SK3 K. L. Roy  
 SK3 J. B. Szekely  
 SSCS R. D. Manalo  
 SS1 M. T. Lapolla  
 SS1 B. D. Phelps  
 SS2 R. Stalker  
 SS2 N. S. Valade  
 SS3 G. G. Plitsch  
 SS3 M. O. Darst  
 SS3 O. L. Sanchez  
 SS3 J. A. Beste  
 SNSS C. L. Hoy  
 YNC H. R. Genthner  
 YN2 H. E. Smith

*Weapons Department*

LT C. P. Scraba  
 LTJG C. K. Bayuk  
 ENS R. A. Frankhouser  
 BMC B. H. Baron Jr.  
 BM1 C. C. White  
 BM2 H. K. McCarthy  
 BM3 S. W. Blackett  
 BM3 S. D. Coulter  
 BM3 R. L. Truttier  
 FTC A. R. Shallert  
 FT2 T. M. Peterson  
 FT3 R. D. Pruitt  
 FT3 T. G. Stafford  
 GMC L. E. Daniels  
 GM1 N. S. Vickery  
 GM2 T. Castillo  
 GM2 S. M. Peoples  
 GM3 H. E. Potvin  
 GM3 R. M. Goff  
 STC J. A. Dixon  
 STC M. A. Pleasants  
 ST1 S. P. Avalos  
 ST2 K. W. Olson

ST2 E. R. Adams  
 ST2 S. B. Armstrong  
 ST3 B. H. Pitts  
 ST3 C. M. Webb  
 ST3 W. C. Howells  
 ST3 M. Clark  
 SA A. F. Alvarez  
 SA M. B. Bero  
 SA S. J. Bowers  
 SA Y. M. Britto  
 SA J. L. Brozo  
 SA P. S. Byrd  
 SN G. S. Caduhada  
 SA J. J. Cirillo  
 SA S. H. Clowe  
 SN N. A. Crowell  
 SA M. W. Dilenge  
 SA L. E. Douglas  
 SA N. L. Drier  
 SA R. Falcon  
 SA S. E. Fowler  
 SA C. C. Funk  
 SN S. W. Grantham  
 SA A. O. Hartung  
 SA S. O. Hegland  
 SA R. S. Henderson  
 SA E. A. Hrasdzira  
 SN R. W. Johnson  
 SA J. D. Kablack  
 SN T. P. Malocha  
 SA R. K. Matthews  
 SA E. S. McCullough  
 SN T. S. Pendergrass  
 SA M. A. Perreault  
 SN M. K. Radish  
 SA A. Ramos  
 SN S. W. Ray  
 SA C. L. Salgado  
 SA J. M. Schmitt  
 SA B. A. Seastrand  
 SN J. A. Stephenson  
 SN M. P. Sullivan  
 SN M. Vigh  
 SA B. C. Wolf  
 SA W. D. Ballard  
 SA D. A. Cruz  
 SA D. S. Smigelski

**ACCOMPLISHMENTS OF USCGC DALLAS UNDER  
THE COMMAND OF ROBERT C. OLSEN, JR. USCG**

- Jul-Aug 1990 Refresher training and commissioning shake-down cruise in Guantanamo Bay Cuba
- Sep-Nov 1990 Law enforcement patrol in district seven. On this patrol, Dallas seized fishing vessel Milena, netting four tons of marijuana.
- Jan-Mar 1991 Law enforcement patrol in district seven. Dallas operated extensively with joint service drug interdiction operations and earned the joint meritorious unit award. Port call in Aruba.
- May-Jun 1991 Law enforcement patrol in district seven and anti-submarine warfare patrol with U.S. Navy in North Atlantic. Port call in Halifax, Nova Scotia.
- Sep-Dec 1991 Law enforcement patrol in district eight as part of operation Sinbad, anti-submarine training with U.S. Navy, and most notably, commander task unit 44.7.4 in conjunction with the largest assemblage of Coast Guard floating units in the history of the guard. As CTU 44.7.4, Dallas commanded a twenty ship task unit, rescuing over 6500 Haitian migrants fleeing their country after a coup of the Haitian government. Dallas earned the Coast Guard meritorious unit commendation with operational distinguishing device for her heroic efforts during the initial phase of the Haitian crisis.
- Jan-Apr 1992 Ship yard availability at Brooklyn Navy Yard. Dallas upgraded many command, control, and communications systems during this yard period, as well as painting the bottom of the ship and improving many interior spaces.
- May-Jun 1992 Joint service exercise with Army, Navy, and Marines (ocean venture) and law enforcement patrol in district seven.

The Dallas crew would like to thank Captain Olsen for his outstanding courage and leadership as Dallas was able to meet and exceed every challenge brought forth. We extend to him and his family best wishes for fair winds and following seas.

## *History of the Cutter Dallas*

USCGC DALLAS (WHC-716) was originally commissioned in 1967 at Avondale Shipyards in New Orleans, LA. The ship is the sixth cutter to bear the name of Alexander J. Dallas, the Secretary of the Treasury under President James Madison (1812-1816). DALLAS has been homeported at Governors Island, New York since her commissioning.

In her early years, DALLAS collected valuable meteorological and oceanographic data as part of the GATE project and assisted commercial aircraft crossing the Atlantic. During seven combat patrols in Vietnam, DALLAS compiled a very impressive list of accomplishments including 161 Naval Gunfire Support missions involving 7,665 rounds of 5" ammunition. This resulted in numerous enemy casualties, 58 sampans destroyed and 29 supply routes, base camps or rest areas damaged or destroyed.

In 1980 DALLAS was the command ship for the historic Mariel Boat Lift in which 125,000 Cubans set sail for the shores of Florida in dangerously unseaworthy vessels. At the time, it was the largest humanitarian operation in Coast Guard history. In 1983, DALLAS earned a Coast Guard Unit Commendation for operations including the seizure of seven vessels smuggling over 103,000 lbs of marijuana and the interdiction of 90 Haitian migrants. In 1986, responding to the explosion of the Space Shuttle CHALLENGER, DALLAS served as On Scene Commander for what was at the time the largest search and rescue operation ever. DALLAS received the Coast Guard Meritorious Unit Commendation for her assistance.

Between 1986 and 1989, DALLAS was decommissioned while she underwent Fleet Renovation and Modernization (FRAM) at the Bath Ironworks in Maine. Changes included redesign of the ship's interior, telecommunications upgrades, installation of super rapid blooming chaff missile decoying system, upgraded air search radar, a new gun mount and a new fire control radar. In the spring of 1991, DALLAS became the first cutter to receive the Shipboard Command and Control System (SCCS) which consists of various integrated sensor systems and command, control, and communications technology. This multi-million dollar improvement makes DALLAS one of the most capable command and control centers in the Coast Guard. In the fall of 1992, DALLAS received the Phalanx CIWS (Close in Weapons System) for missile/high-speed aircraft defense. INMARSAT was added in the winter of 1993 and provides the ship with a global, commercial satellite telephone link capable of sending voice, facsimile and computer data from ship to shore. In 1993, DALLAS' anti-submarine warfare systems were removed after the Service disestablished this specialized mission.

During the Haitian Migrant Crisis of 1991-1992, DALLAS was again in command of the largest Flotilla of Coast Guard cutters ever assembled. These cutters rescued 35,000 migrants from hundreds of overcrowded, unseaworthy vessels. DALLAS received the Humanitarian Service Medal and the Coast Guard Unit Commendation for her monumental effort in establishing an operational task organization that serves as a model for multi-unit operations today. In response to renewed threats of a mass exodus from Haiti, Operation Able Manner began in January 1993 with Coast Guard and Navy ships and aircraft postured in even greater numbers than in 1991-92. DALLAS assumed command of this flotilla on 3 separate patrols during 1993, receiving yet another Coast Guard Unit Commendation for her efforts. Since completing FRAM, DALLAS has also received the Joint Meritorious Unit Commendation, 2 Coast Guard Meritorious Unit Commendations, the Coast Guard Operational Readiness "E" Ribbon, and numerous Coast Guard Special Operations Service Ribbons for a variety of outstanding performances in law enforcement, environmental protection, search and rescue, and military readiness.

In her 27th year of service to the nation, DALLAS remains "Semper Paratus"—(Always Ready), to perform the wide gamut of Coast Guard missions with unparalleled success. The leadership of her officers and the efforts of her crew have earned "The Mighty Warship DALLAS" a proud reputation that challenges every new crew member. Firmly rooted in her history of tremendous accomplishment, DALLAS will continue to live up to her motto, "Semper Nostra Optima"—ALWAYS OUR BEST!



## **CHANGE OF COMMAND**

**USCGC DALLAS  
(WHEC-716)**

**15 JULY 1994**

**GOVERNORS ISLAND, NEW YORK**

# **THE CHANGE OF COMMAND CEREMONY**

*The change of command ceremony is a time-honored tradition which states to the officers and crew of a command that there will be a continuity of authority. It is a formal ritual conducted before the assembled members of the command. The ceremony is unique in that it is a transfer of total responsibility, authority and accountability from one individual to another.*

## **PROGRAM**

*Arrival Of Official Party\**

*National Anthem*

*Invocation\**

*Captain Ron Livojevich, CHC, U.S. Navy*

*Presiding Official-Remarks*

*Vice-Admiral James M. Loy, U.S. Coast Guard  
Commander, Coast Guard Atlantic Area &  
Commander, Maritime Defense Zone Atlantic*

*Remarks And Reading Of Orders*

*Captain James D. Hull, U.S. Coast Guard  
Commanding Officer, USCGC Dallas (WHEC 716)*

*Reading Of Orders*

*Captain Joseph H. Jones, Jr., U.S. Coast Guard  
Prospective Commanding Officer, USCGC Dallas (WHEC 716)*

*Change Of Command*

*Presentation Of The Commissioning Pennant*

*Remarks*

*Captain Joseph H. Jones, Jr., U.S. Coast Guard  
Commanding Officer, USCGC Dallas (WHEC 716)*

*Departure Of Official Party\**

*\*Guests Please Rise*

## CAPTAIN JAMES D. HULL U.S. COAST GUARD

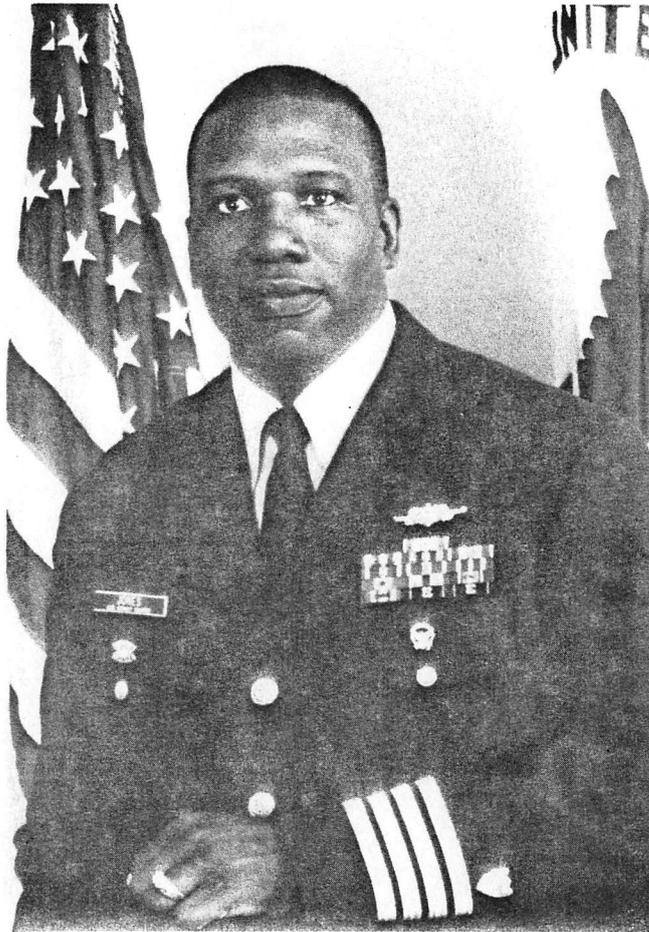


Captain JAMES D. HULL, a native of North Ridgeville, OH, attended the U.S. Coast Guard Academy as a member of the Class of 1969. He graduated with a Bachelor of Science Degree and was Commissioned as an Ensign in the U.S. Coast Guard. His first assignment was as a Deck Watch Officer aboard the USCGC RUSH (WHEC 723) homeported in San Francisco, CA. During his two and one half years on the newly commissioned CGC RUSH, Captain Hull experienced one tour in Southeast Asia off the coast of Vietnam. The RUSH sank two vessels attempting to smuggle arms and ammunition into South Vietnam during this period. In 1972, Captain Hull was assigned as the Executive Officer on the buoy tender USCGC RED BIRCH (WLM 687), also homeported in San Francisco, CA. After two years on the CGC RED BIRCH, Captain Hull attended Rensselaer Polytechnic Institute in Troy, NY where he earned a Masters Degree in Operations Research and Statistics. From 1974 to 1978, Captain Hull was an Assistant Professor in the Mathematics Department at the U.S. Coast Guard Academy, a Class Advisor to the Class of 1978 and was assistant Dean of Academics for one year. Upon departure, Captain Hull earned a Masters Of Business Administration at night school from the University of New Haven in New Haven, CT. Captain Hull went back to sea in 1978 as the Commanding Officer of the USCGC RED BIRCH (WLM 687), homeported this time at the Coast Guard Yard in Baltimore, MD where he was instrumental in redesigning the aids to navigation system on the Chesapeake Bay. From 1980-1984, Captain Hull was the Branch Chief for Programming, Planning, and Budgeting for the Training and Education Division at Coast Guard Headquarters where he oversaw a significant increase in training resources and gained multi-million dollar funding for Coast Guard training facility upgrades. Captain Hull was then selected for his second command; this time the CGC ALERT (WMEC 630), a medium endurance cutter in Cape May, NJ, involved in fisheries, counternarcotics and Haitian migrant operations. In 1986, Captain Hull returned to Washington, DC as the Branch Chief for the Coast Guard Budget Execution and Analysis Branch at Coast Guard Headquarters. After serving three years in this position, Captain Hull was assigned as the Assistant Chief, Congressional and Governmental Affairs Staff and in 1990 he became the Chief of this staff. During this time, the Comprehensive Oil Spill Liability Act of 1992 was formulated and passed. From 1991-1992, Captain Hull attended the National War College in Washington, DC. In 1992 he assumed Command of the USCGC DALLAS (WHEC 716) in Governors Island, NY. In this capacity, he has also been the Commander, Task Unit 44.7.4 during DALLAS's deployment's to the Windward Passage in support of Operation Able Manner between Haiti and Cuba.

Captain Hull's awards include the Legion of Merit, Meritorious Service Medal, Navy Commendation Medal with Combat "V", Coast Guard Commendation Medal with Operational Distinguishing Device, Coast Guard Achievement Medal with Operational Distinguishing Device and one gold star, Coast Guard Commandant's Letter of Commendation Ribbon with Operational Distinguishing Device, Combat Action Ribbon, Coast Guard Unit Commendation, Navy Meritorious Unit Commendation, Coast Guard Meritorious Unit Commendation with Operational Distinguishing Device as well as many other awards.

Captain Hull is married to the former Judith Ferris of East Hartford, CT. They are the proud parents of two children, Jason (19) and Jessica (17).

**CAPTAIN JOSEPH H. JONES, JR.**  
**U.S. COAST GUARD**

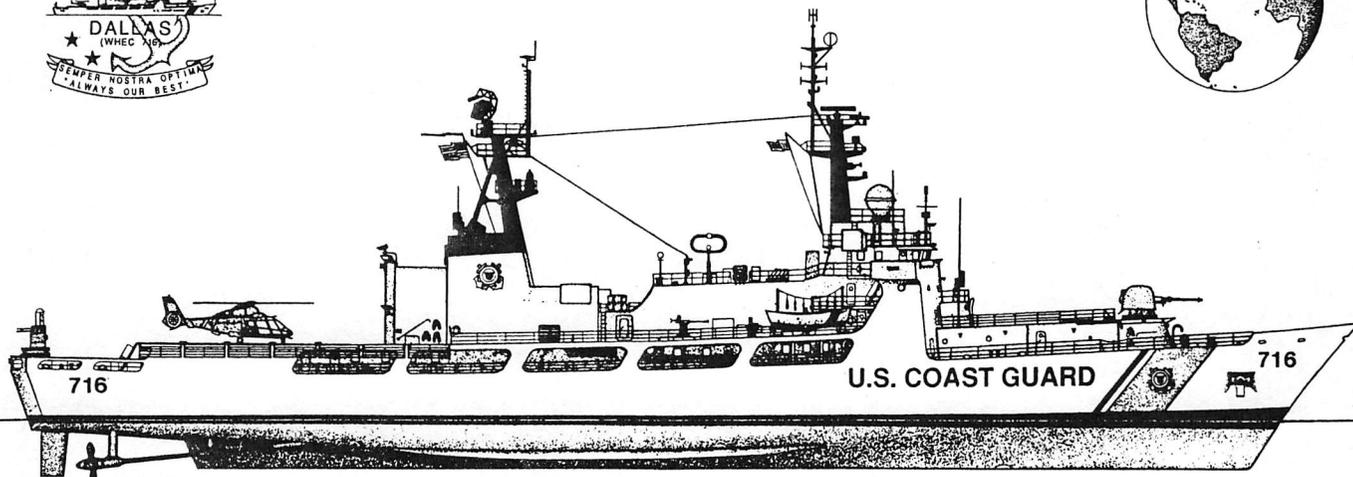


Captain Joseph H. Jones, Jr. reported to the United States Coast Guard Cutter DALLAS (WHEC-716) following in depth research and studies at the Naval War College in Newport, Rhode Island. The course of his studies included a research fellowship on the 1993-94 Chief of Naval Operations Strategic Studies Group and the College of Naval Warfare Course, as well as the Naval Command College 1993, which is the course for Senior International Naval Officers. His sea assignments include Commanding Officer of USCGC RELIANCE (WMEC-615) and USCGC NEAH BAY (WTGB-105), Executive Officer of USCGC UNIMAK (WHEC-379), Operations Officer of USCGC VIGOROUS (WMEC-627), and duties on USCGC OWASCO (WHEC-39). Other assignments include President of the Central Physical Evaluation Board at Coast Guard Headquarters in Washington, D.C., the Security Assistance Officer in Monrovia, Liberia, Battalion Officer, Company Officer and Aide to two Superintendents at the Coast Guard Academy, and Officer-in-Charge of the Coast Guard Ceremonial Honor Guard.

Captain Jones is a graduate of Seattle's James A. Garfield High School and a 1972 graduate of the United States Coast Guard Academy, with an emphasis in Nuclear Engineering. He also has earned a Masters Degree in Public and Private Management from Yale University's Schools of Organization and Management in 1984, and a Masters of Arts in National Security and Strategic Studies from the Naval War College in 1993.

Captain Jones' personal awards include the Defense Meritorious Service Medal, three USCG Commendation Medals, two USCG Achievement Medals, Commandant's Letter of Commendation, two National Defense Medals, Expert Rifle and Expert Pistol Medals and a Coast Guard Cutterman's Insignia.

Captain Jones is married to the former Ellen Lorraine Ralls of Groton Connecticut. They have four children: Joseph III, Danielle Ellen, Jared Alexander and Jeremy Evans.



Charles R. Nitz © 1994

U.S. COAST GUARD CUTTER  
DALLAS (WHEC 716)

### USCGC DALLAS (WHEC-716)

<b>Crew:</b>	22 Officers, 155 Enlisted	<b>Range:</b>	14,000 Nautical Miles (13 Knots)	<b>Sensors:</b>	AN/SPS-40B Air Search Radar AN/SPS-64V (9) Surface Radar MK92 Gun Fire Control System AN/WLR-1H Electronic Support SCCS Command & Control Suite
<b>Length:</b>	378' 3"	<b>Capacities</b>	Fuel (95% useable) 229,000 Gal. Aviation Fuel 8,300 Gal. Water 16,000 Gal.	<b>Helicopter Capability:</b>	USCG HH-65A Dolphin USN LAMPS MK1
<b>Beam:</b>	42' 0"	<b>Armament:</b>	76mm OTO Melara main battery 20mm Phalanx CIWS 50 caliber machine guns SRBOC missile decoy chaff 25mm chain guns (to be installed)		
<b>Draft:</b>	24' (Navigational)				
<b>Displacement:</b>	3,200 Tons				
<b>Propulsion:</b>	2 Fairbanks-Morse 12 Cylinder Diesel Engines, 3,500 SHP* each 2 Pratt-Whitney FT-4A Turbines 18,000 SHP* each				
<b>Max Speed:</b>	1 Diesel 10 Knots 2 Diesels 16 Knots 1 Turbine 22 Knots 2 Turbines 28 Knots				

\* SHP = Shaft Horse Power

*Executive Officer*  
CDR Crowley, John E. Jr.

*Operations Department*

LCDR	Inman, Michael D.	RD3	Kowalewski, Andrew L.
LT	Pulver, Raymond W.	ET3	Lacy, David P.
LTJG	Downs, Brady C.	ET1	Lewis, Jamieson B.
LTJG	Bauer, Virginia A.	QM1	Malbrough, Charles P.
LTJG	Deas, Geoffrey S.	QM3	Malcolm, James G.
ENS	Finney, Brian C.	RD2	Moore, James M.
ENS	Lucas, Jennifer	ET3	Murray, Michael J.
ENS	McGee, Gregory	ET2	Ring, Jeffrey E.
CWO2	Hartman, Bruce A.	QM3	Schnitzler, Keith W.
ETC	Barrett, Paul G.	QM3	Seastrand, Beth A.
RDC	Donnelly, Dennis P.	RD3	Smith, Peter W.
RMC	Sherwood, Thomas F.	RM2	Stokes, Thomas M.
QMC	Simmons, Richard D.	ET1	Sullivan, Michael L.
RM3	Bell, Robert C.	QM2	Therrien, Michael J.
RD3	Bonan, Michael L.	ET2	Thomes, Robert J.
ET2	Creager, John J.	RD1	Vanbuskirk, Daniel W.
TT2	Davis, Mark E.	RM3	Vaughn, Robert E.
RM3	Debonis, Richard J.	RD3	Vornholt, Ryan A.
RM3	Farris, Kevin M.	RD3	Walker, Scott B.
RD1	Filippelli, Rodney J.	TT1	Whitehead, Steven L.
RM3	Grunau, Robin S.	RM3	Zamow, David M.
RM1	Gust, James A.		

*Engineering Department*

LCDR	Smith, Larry E.	MK1	Curren, John A.
LTJG	Dailey, John P.	DC3	Dearinger, Howard E.
LTJG	Bokina, Eric	FA	Force, Brian K.
LTJG	Doran, Mark P.	MK3	Freimark, Regina A.
LTJG	Nourse, Peter C.	FA	Fulton, Brian D.
ENS	Dean, Michael D.	EM1	Gillmore, Eric J.
ENS	Kohnayi, Dennis	FA	Griffin, Johnathan M.
ENS	Archibald, Pat	MK3	Jones, Rickie F.
CWO2	Zinn, Jeffrey L.	MK2	Kelly, Thomas J.
MKCS	Nolf, David R.	MK3	Lacagnina, James L.
EMCS	Segarra, Daniel	EM3	Marcavage, Greg D.
DCC	Adams, William J.	FN	Mason, Eugene R.
MKC	Shuey, Michael L.	MK3	Miranda, Lorenzo J.
FA	Bickle, Michael J.	FA	Moore, Thomas M.
FA	Bowman, Scott M.	MK2	Murphy, Robert A.
MK1	Brant, Terry L.	MK1	Nelson, Author G.
EM3	Brehm, Daniel L.	FA	Quinn, David C.
DC2	Briscoe, Gregory J.	MK3	Quinones, Jose
FN	Bruns, John E.	FA	Ratts, William B.
FA	Buchanan, Michele L.	EM3	Ruger, Barry H.
FN	Calabro, Thomas W.	FN	Sweeney, William J.
FN	Carter, Mark S.	MK1	Todd, Michael
FN	Conner, Demetria M.	FA	White, Darren W.

*Cadets*

1/C	Martinez, Jorge	3/C	Lindahl, John B.
1/C	Prokop, Joseph H.	3/C	Mangahas, Edzel D. C.
1/C	Tulio, Maria L.	3/C	Ore, Rebecca E.
3/C	Bacayo, Frances A. T.	3/C	Sloan, Amy L.
3/C	Gomez, David V. G.	3/C	Solomon, Gabriel, W.
3/C	Ireland, Christopher T.		

*DALLAS Crew Members Emeritus*

MCPO	Patton, Vince W.,	LCDR	Verrault, Peter A. (Ret.),
LANTAREA	Enlisted Advisor	DALLAS	"Ancient Albatross"

*Supply Department*

LT	Gabrielsen, Karl J.	SS3	Fisher, James D.
LTJG	Cieplik, Christopher R.	SS3	Haynes, Kathryn D.
ENS	Deaver, David W.	SS3	Heppner, Larry H.
ENS	Berry, Troy	SS1	Jackman, Brian P.
ENS	Schulz, Lisa	SS2	Lopez, George D.
CWO2	Middleton, William R.	SS3	Lopez, Michael A.
SSCS	Califano, Robert M.	SS3	May, Herman
SKC	Acesta, Steven V.	YN3	Million, Ernie
HSC	Grandonico, Mark V.	SK2	Morales, David
YNC	Schneider, Paul J.	SS1	O'Neill, Timothy V.
SK3	Anquiano, Jesus	SN	Richardson, Kevin R.
SS3	Beste, Joseph A.	SK3	Roy, Kelly L.
SS2	Buxton, Kevin W.	SK2	Szekely, James B.
YN2	Cassel, John A.	SS2	Valade, Nelson S.
SS3	Essler, Brian A.		

*Weapons Department*

LTJG	Cornwell, Charles W.	BM1	Kuscik, Kenneth G.
LTJG	Kent, Quentin C.	SA	Loden, Jonathan B.
CWO2	Wyand, Timothy S.	SNFT	Louden, Douglas J.
GMC	Daniels, Lee E.	SN	Matirne, Scott D.
BMC	Haas, Larry J.	SA	Mazzola, Michael A.
SA	Agundez, Jason M.	SN	McAllister, Bethany A.
SA	Aragon, Stephen G.	BM2	McKay, John W.
SA	Barone, Brian J.	SA	McDonald, Raymond D.
BM3	Bowser, Lori A.	SN	Mealer, Kenneth R.
SA	Bourassa, Matthew T.	SA	Murphy, Brian E.
SNFT	Broadnax, Jamie H.	SN	Nicholson, Joseph R.
SA	Bullock, Eric M.	GM1	O'Connell, Joseph
SA	Charles, Ray S.	SA	O'Donnell, Richard T.
SA	Chilton, Jennifer R.	SA	Papkee, Eric E.
SA	Concannon, Sean P.	FT1	Peterson, Todd M.
GM3	Cooper, Chad A.	GM2	Potvin, Henry E.
SN	Crowson, Gary J.	SA	Reed, David T.
SA	Dicks, Parl R.	FTC	Schallert, Anthony R.
SA	Delage, Eric R.	SA	Schmidtka, Peter M.
SN	Dillard, James L.	SA	Seaton, Steven G.
SA	Duccini, Christopher M.	FT3	Sheppard, Alan E.
SA	Fillippo, Laurence A.	SA	Smith, Millard III
SR	Ford, Chris S.	SA	Smith, Steven L.
SA	Giugliano, Michael J.	SA	Soto, Steven M.
SN	Gotautis, James M.	SN	Taylor, Ryan L.
SN	Griskonis, Joseph D.	SA	Thurston, Robert L. Jr.
SA	Haggstrom, Eric W.	BM3	Truttier, Robert L.
SN	Hartford, Scott G.	SA	Vasquez, Jesus J.
SN	Holzinger, Andrew H.	SA	Wruck, Brian S.
BM3	Irey, Eric J.	SA	Young, Carrie M.
GM3	Jacobs, Cordell		
FT2	Jones, Theodore D.		

*USCG Reserve Members*

LCDR	Solari, Rick	GM2	Castello, Tony
LCDR	Hooper, John	RD2	Cuons, David
LCDR	Sheehan, Timothy	QM2	Franco, Francis
LT	Bauer, Jeff	GM3	Gill, Robert
LTJG	Gleason, Peter	FT1	Johnson, Edward
RDCS	Winkler, Ernest	ET3	Kirby, Edward
ETC	Destefano, Frank	QM1	Schuler, Karl
QMC	Sucha, Chet	RD2	Stacy, Arthur
ET2	Burridge, Dwight	RD2	Swist, Michael
FT2	Betz, Ian		

## ACCOMPLISHMENTS OF USCGC DALLAS UNDER THE COMMAND OF CAPTAIN JAMES D. HULL, USCG

- July 4, 1992 OPSAIL 1992 in New York Harbor. This was the largest gathering of "tall" sailing ships in the world; the event was part of the the 500th Anniversary celebration of Columbus' discovery of America. DALLAS acted as a command and control platform for USCG assets as they enforced a security zone along the Hudson River for the parade of ships. DALLAS also hosted over 200 VIPs and guests on board.
- Aug-Sep 1992 Refresher Training in Guantanamo Bay, Cuba. DALLAS was awarded the USCG Operational Readiness "E" Ribbon for her excellence in Operations, Navigation & Seamanship, Combat Systems, Engineering and Damage Control Training.
- Oct-Dec 1992 Installation of the Phalynx Close-In Weapons System (CIWS) 20mm anti-aircraft/anti-missile gun at the U.S. Naval Shipyard in Philadelphia, PA. This system is the same CIWS that is installed on all U.S. Navy combatants.
- Feb-Apr 1993 Alien Migration Interdiction Operations (AMIO) patrol in 7th District off the coast of Haiti. DALLAS served as flagship for Commander, Task Unit 44.7.4 in Operation Able Manner, the largest peacetime operation in USCG history. During this patrol, DALLAS controlled 38 different vessels and 427 aircraft patrols, conducting over 368 helicopter evolutions on her flight deck alone. She identified 1,063 vessels, boarded 22, detected 6 violations of the U.N. embargo, issued 2 fisheries enforcement actions and was on-scene commander for 17 SAR cases. She seized the M/V Gladiador (HO) with 2,498 kilos of cocaine and made 6 arrests. DALLAS assisted the Haitian ferry Neptune when she capsized with over 800 people on board and MEDEVAC'ed a critically ill, elderly man from the Ukrainian cruise ship Karelya using the first ship-deployed USCG HH-60 Jayhawk helicopter. DALLAS towed the disabled Haitian ferry St. Andre with over 100 people to safety. On her return to homeport DALLAS was diverted to intercept the F/V Mermaid smuggling 237 Chinese migrants into the U.S. DALLAS was awarded the USCG Unit Commendation for her crew's herculean efforts during this historical operation. It was during this patrol that the ship became affectionately regarded throughout the Coast Guard Atlantic Area fleet as "The Mighty Warship DALLAS". Operation Able Manner continues to this day as a sustained operation involving a significant number of Coast Guard assets.
- Jul-Sep 1993 AMIO patrol (Op Able Manner) in the 7th District and Counter-drug law enforcement patrol (Operation Strictly Business) in the Greater Antilles Section. DALLAS once again assumed her role as command ship in the Windward Passage, where Coast Guard units not only continued to safeguard the lives of potential Haitian migrants and enforce immigration laws, but also enforced United Nations imposed sanctions against the de facto military government in Haiti. DALLAS also worked jointly with U.S. Navy and U.S. Customs units to disrupt several cocaine air smuggling ventures during Operation Strictly Business.

- Sep 25, 1994 U.S. Navy League Cruise on the Hudson River in New York. DALLAS hosted over 300 guests on board for a scenic cruise from Governors Island to the Tapan Zee Bridge crossing at Nyack NY.
- Dec 93-Jan 94 AMIO patrol in the 7th District, as Commander Task Unit 44.7.4 for Operation Able Manner and in cooperation with Joint Task Force 120 in Operation Support Democracy enforcing U.N. sanctions and U.S. embargo. During this patrol DALLAS controlled 18 different USCG cutters whose total activity included 2,804 vessels identified, 112 boardings, 3 migrant vessels interdicted totalling 221 migrants, and one fugitive arrested from F/V Hadit (US) with an outstanding warrant from Florida. DALLAS' presence in Haiti continued to prevent a mass exodus of illegal migrants from Haiti in unseaworthy vessels, effectively preserving thousands of lives from peril at sea.
- Apr-May 1994 Joint Service Exercise Agile Provider. DALLAS acted as the Tactical Control unit for 3 USCG 110 foot patrol boats as Coast Guard units joined U.S. Navy units to conduct an amphibious assault exercise off the beaches of Camp Lejuene, North Carolina. These forces delivered a Marine Corps landing force onto the beaches of a fictional hostile country to join up with airborne infantry units for a swift victory. DALLAS assumed the role of Anti-Surface Warfare Commander within the Amphibious Task Force for much of the exercise, and was recognized for her outstanding search and rescue coordination and aggressive combat readiness by Rear Admiral Picotte, Naval Component Commander, and by Commodore Heisig, Amphibious Task Force Commander.
- May-Jul 1994 50th Anniversary Commemoration of the Battle of Normandy. DALLAS was honored to represent the Coast Guard and the United States in this international event to commemorate those who fought and died in this heroic invasion. DALLAS called at 5 ports in Ireland, United Kingdom and France. After the Commemoration, DALLAS continued on to directed Coast Guard good will missions in Morocco and Cape Verde Islands.

The DALLAS crew would like to thank Captain Hull for his outstanding courage, enthusiasm and leadership. Under his command, DALLAS established a legacy of excellence forever inscribed in our hearts. We extend to him and his family best wishes for fair winds and following seas.

## USCGC DALLAS PORT CALLS 26 JUNE 1992 - 15 JULY 1994

*Guantanamo Bay, Cuba (19 times)*  
*Port Everglades, Florida (2 times)*  
*Philadelphia, Pennsylvania*  
*Puerto Plata, Dominican Republic*  
*Ocho Rios, Jamaica (3 times)*  
*San Juan, Puerto Rico (2 times)*  
*Baltimore, Maryland*  
*Key West, Florida*  
*Norfolk, Virginia*

*Dublin, Ireland*  
*Bangor, Northern Ireland*  
*Poole, England*  
*Portsmouth, England*  
*Rouen, France*  
*Rota, Spain*  
*Casablanca, Morocco*  
*Sao Vicente, Cape Verde Islands*

## USCGC DALLAS STATISTICS 26 JUNE 1992 - 15 JULY 1994

		<i>Op Able Manner Statistics*</i>
Alien Migration Interdictions		
Haitians Repatriated:	81	212
Cubans Rescued:	60	32
Chinese Diverted:	237	0
Total:	378	244
Sar Cases:	40	41
Maritime Law Enforcement		
Boardings:	74	801
Civil Arrests:	7	9
Drug Interdictions:	1 (2,498 Kgs Cocaine)	1
Fishing Violation Citations:	2	5
Marine Pollution Violation Reports:	1	2
Aids to Navigation Assists:	2	
International Ice Patrol Assists:	1	
Air Operations		
Ship-Helo Landings/Takeoffs:	956	
Hot Refueling:	92	
Vertical Replenishments/Hoists:	52	
Hover In-Flight Refueling (HIFR):	2	
Total Evolutions:	1,102	
Total Aircraft Control Hours:	2,700	
Small Boat Operations		
Motor Surf Boat Hours:	80	
Rigid Hull Inflatable Boat Hours:	168	
Total:	248	
Underway Replenishments:	8	
Message Traffic		
Sent:	5,320	
Received:	32,166	
Relayed:	1,865	
Total:	39,351	
MARS Patches:	1,016	
Days Away From Homeport:	415	
Miles Steamed:	466,459	
Diesel Fuel Consumed (gallons):	1,554,698	
JP-5 Aircraft Fuel Consumed (gallons):	33,255	
Personnel Assigned		
Permanent Complement Turnover:	342	
Temporary Augmentees:	155	
Total:	497	
Enlisted Advancements:	70	
Officer Promotions:	13	

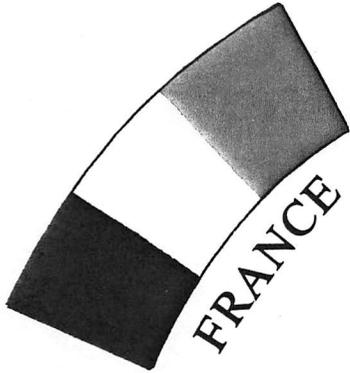
\*Combined Able Manner Forces with DALLAS as Commander Task Unit.



USA

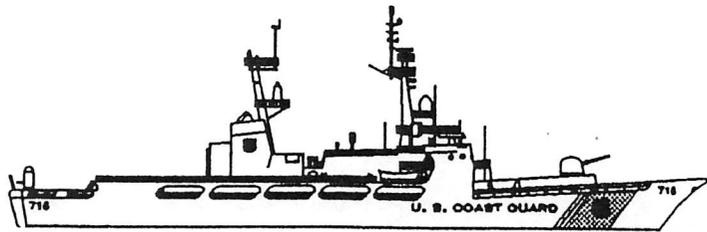


ENGLAND

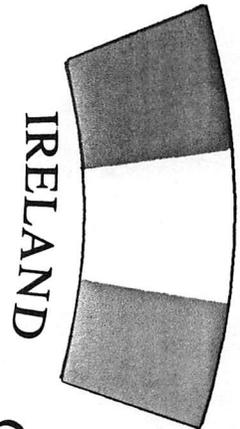


FRANCE

USCCG DALLAS  
(WHEC-716)

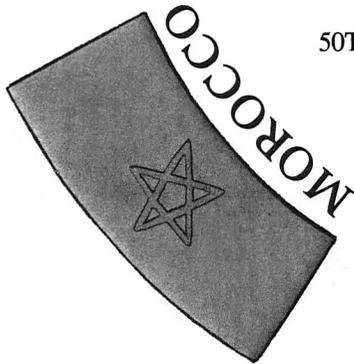


N. IRELAND



IRELAND

D-DAY  
NORMANDY INVASION  
50TH COMMEMORATIVE ANNIVERSARY  
14 MAY 1994-04 JULY 1994



MOROCCO



CAPE VERDE



SPAIN

## DEDICATION

This book is dedicated to the wives, parents, children, husbands, and sweethearts whom we left behind when *USCGC Dallas* departed to participate in the D-Day Celebration in Europe. The crew was proud to have shared this memory with living legends such as the Coast Guard Rescue Flotilla that helped to make it happen over fifty years ago. This trip would not have been a success without the dedication and support of all the crew. This cruise will, without a doubt, remain in the hearts and memories of the crew for a long time. Hopefully, this book will help recapture the memories of this spectacular journey for a long time to come.

**Chief Editors and Publishers:** YNC Margie Jackson, ENS Lisa Rose, SN James L. Dillard

**Committee:** MK1 John Curren, QM3 Beth Seastrand, SN Kenneth Mealer

**Photographs contributed by:** Permanent and TAD members of the *Dallas* family

**Poem Contributed by:** SN James L. Dillard

### *DALLAS*

*There once was a ship  
that sailed the sea.  
She was crewed by people  
just like me.*

*More than the sum  
of all its parts.  
This ship held a place  
in the crew's hearts.*

*Made of steel  
she is no palace.  
But she is our home,  
this cutter named DALLAS.*

# USCGC DALLAS (WHEC 716)

## SAILING LIST

**COMMANDING OFFICER:**  
Captain James D. Hull

**EXECUTIVE OFFICER:**  
CDR John E. Crowley Jr.

### SUPPLY DEPARTMENT

ENS Deaver, David W.  
CWO2 Middleton, William R.  
SSCS Califano, Robert M.  
SKC Acesta, Steven V.  
HSC Grandonico, Mark V.  
YNC Schneider, Paul J.  
YN2 Cassel, John  
YN3 Million, Ernie  
SK2 Morales, David  
SK2 Szekely, James B.  
SK3 Roy, Kelly L.  
SK3 Anquiano, Jesus  
SS1 O'Niel, Timothy V.  
SS1 Jackman, Brian P.  
SS2 Buxton, Kevin W.  
SS2 Valade, Nelson S.  
SS2 Lopez, George D.  
SS3 Beste, Joseph A.  
SS3 Biggers, James M.  
SS3 Essler, Brian  
SS3 Fisher, James D.  
SS3 Haynes, Kathryn D.  
SS3 Heppner, Larry H.  
SS3 May, Herman

### TAD PERSONNEL

LTJG Rego, Francisco S.  
YNC Jackson, Margie A.  
PA1 Morehead, Robert E.  
BM1 White, Christopher C.  
HS3 Marchewka, Krzysztof  
Mr. Russell J. Buckingham

### HH-6513 AVDET

LCDR Engiles, Robert D.  
LT Guth, Laura H.  
AEC Ennamorato, Anthony  
AM2 Banks, Anthony W.  
AD2 Carlton, Brian A.  
ASM3 Smardo, Brad S.  
AE3 Williams, Michael J.

### WORLD WAR II VETERANS

Mr. Jack Campbell  
Mr. Charles "Charlie" Thorn

### OPERATIONS DEPARTMENT

LCDR Inman, Michael D.  
LTJG Downs, Brady C.  
LTJG Bauer, Virginia A.  
ENS Finney, Brian C.  
CWO2 Hartman, Bruce A.  
RDC Donnelly, Dennis P.  
ETC Barrett, Paul G.  
QMC Simmons, Richard D.  
RMC Sherwood, Thomas F.  
QM1 Malbrough, Charles P.  
QM2 Therrien, Michael J.  
QM3 Seastrand, Beth A.  
QM3 Malcolm, James G.  
QM3 Schnitzler, Kieth W.  
RD1 Filippelli, Rodney J.  
RD1 Vanbuskirk, Daniel W.  
RD2 Moore, James M.  
RD3 Kowalewski, Andrew C.  
RD3 Smith, Peter W.  
RD3 Vornholt, Ryan A.  
RD3 Walker, Scott B.  
SNRD Bonan, Michael L.  
RM1 Gust, James A.  
RM2 Ferris, Kevin M.  
RM2 Stokes, Thomas M.  
RM3 Grunau, Robin S.  
RM3 Debonis, Richard J.  
RM3 Bell, Robert C.  
RM3 Vaugn, Robert E.  
RM3 Zamzow, David M.  
TT1 Whitehead, Steven L.  
ET1 Lewis, Jamieson B.  
ET1 Sullivan, Michael L.  
ET2 Creager, John J.  
ET2 Ring, Jeffrey E.  
ET2 Thomas, Robert J.  
ET3 Murray, Michael J.  
ET3 Lacy, David P.

### CADETS

1/c Tulio, Maria L.  
1/c Prokop, Joseph H.  
1/c Martinez, Jorge  
3/c Ireland, Christopher T.  
3/c Sloan, Amy L.  
3/c Ore, Rebecca E.  
3/c Lindahl, John B.  
3/c Mangahas, Edzel D.C.  
3/c Bacayo, Francis A.T.  
3/c Soloman, Gabriel W.  
3/c Gomez, David V.G.

### WEAPONS DEPARTMENT

LTJG Cornwell, Charles W.  
LTJG Kent, Quentin C.  
CWO2 Wyand, Timothy S.  
GMC Daniels, Lee E.  
FTC Schallert, Anthony R.  
BMC Haas, Larry J.  
EM1 O'Connell, Joseph  
GM3 Cooper, Chad A.  
FT1 Peterson, Todd M.  
FT2 Jones, Theodor D.  
SNFT Louden, Douglas J.  
SNFT Broadnax, James A.  
BM2 McKay, John W.  
BM3 Irely, Eric J.  
BM3 Bowser, Lori A.  
BM3 Truttier, Robert L.  
SN Aragon, Steven G.  
SN Crowson, Gary J.  
SN Dillard, James L.  
SN O'Donnell, Richard T.  
SN Hartford, Scott G.  
SN Matime, Scott D.  
SN McAllister, Bethany A.  
SN McElyea, Michael L.  
SN Mealer, Kenneth R.  
SN Nicholson, Joseph R.  
SN Richardson, Kevin R.  
SN Taylor, Ryan L.  
SN Griskonis, Joseph D.  
SA Duccini, Christopher  
SA Agundez, Jason M.  
SA Bourassa, Matthew T.  
SA Bullock, Eric M.  
SA Charles, Ray S.  
SA Chilton, Jennifer R.  
SA Concannon, Sean P.  
SA Dicks, Parl R.  
SA Delage, Eric R.  
SA Haggstrom, Eric W.  
SA Loden, Jonathan B.  
SA Mazzola, Michael A.  
SA McDonald, Raymond D.  
SA Murphy, Brian E.  
SA Papkee, Eric E.  
SA Reed, David T.  
SA Schmidtka, Peter M.  
SA Seaton, Steven G.  
SA Smith, Millard III  
SA Smith, Steve L.  
SA Soto, Steven M.  
SA Thurston, Robert J. Jr.  
SA Vazquez, Jesus J.  
SA Young, Carrie M.  
SA Wruck, Brian J.

### ENGINEERING DEPARTMENT

LCDR Smith, Larry E.  
LTJG Nourse, Peter C.  
LTJG Doran, Mark P.  
LTJG Dailey, John P.  
ENS Dean, Michael D.  
CWO2 Zinn, Jeffery L.  
EMCS Segarra, Daniel  
DCC Adams, William J.  
MKC Shuey, Michael L.  
DC2 Briscoe, Gregory J.  
DC3 Dearinger, Howard E.  
DC3 Briggs, Jason D.  
EM1 Gillmore, Eric J.  
EM3 Brehm, Daniel L.  
EM3 Marcavage, Greg D.  
EM3 Ruger, Berry H.  
MK1 Brant, Terry L.  
MK1 Curren, John A.  
MK1 Nelson, Author G.  
MK1 Todd, Michael  
MK2 Murphy, Robert A.  
MK2 Kelly, Thomas J.  
MK3 Lacagnina, James L.  
MK3 Miranda, Lorenzo J.  
MK3 Freimark, Regina A.  
MK3 Jones, Rickie F.  
MK3 Quinones, Jose  
FN Bowman, Scott M.  
FN Bruns, John E.  
FN Calabro, Thomas W.  
FN Carter, Mark S.  
FN Conner, Demetria M.  
FN Mason, Eugene R.  
FN Sweeney, William J.  
FN Vandergracht, Sean D.  
FA Bickle, Michael R.  
FA Buchanan, Michele L.  
FA Force, Brian K.  
FA Fulton, Brian D.  
FA Giugliano, Michael J.  
FA Griffin, Johnathan M.  
FA Moore, Thomas M.  
FA Quinn, David C.  
FA Ratts, William B.  
FA White, Darren W.

## USCGC Dallas EUROPEAN ITINERARY

<u>DEPARTING</u>	<u>ARRIVING CITY</u>	<u>MILES</u>	<u>HRS. AT 13KTS.</u>	<u>DAYS</u>	<u>DAYS INPORT/ANCHORED</u>	
NEW YORK, NY 8/9 APRIL	NORFOLK, VA 10 APRIL	255	19.6	.81	15 TRAINING AVAILABILITY	
NORFOLK, VA 24 APRIL	NAVEX, OPAREA 06 MAY	360	27.7	1.1	00 U/W NAVEX 12 DAYS	
NAVEX, OPAREA 06 MAY	NEW YORK, NY 07/08 MAY	600	46.1	1.9	06/07 INPORT NEW YORK	
NEW YORK, NY 15 MAY	DUBLIN, IRELAND 25 MAY	2758	212.2	8.8	02 INPORT 2 DAYS FOR CLEAN UP	
DUBLIN, IRELAND 27 MAY	BANGOR, N. IRELAND 28 MAY	250	19.2	0.8	03 ANCHORED	
BANGOR, N. IRELAND 31 MAY	POOLE, UK 01 JUNE	505	38.8	1.6	02 ANCHORED	
POOLE, UK 03 JUNE	PORTSMOUTH, UK 03 JUNE	70	5.0	0.2	02 INPORT	
PORTSMOUTH, UK 05 JUNE (1100)	ARROMANCHES 05 JUNE	90	6.9	0.28	00 ANCHORED BY 2200 LOCAL	
ARROMANCHES 06 JUNE	ROUEN, FRANCE 07 JUNE	100	7.6	0.3	03 ARRIVAL DEPENDS ON TIDES	
ROUEN, FRANCE 10 JUNE	ROTA, SPAIN 13 JUNE	1167	89.7	3.7	01 FUEL AND LOGISTICS	
ROTA, SPAIN 14 JUNE	CASABLANCA, MORROCO 15 JUNE	202	15.5	0.6	04 DIRECTED PORT CALL	
CASABLANCA 19 JUNE	MINDELO, CAPE VERDE 23 JUNE	1380	106.2	4.5	04 DIRECTED PORT CALL	
MINDELO, CAPE VERDE 27 JUNE	NEW YORK, NY 03 JULY	1753	134.8	5.6		
		TOTAL DAYS AWAY FROM HOMEPORT		87	TOTAL DAYS UNDERWAY	50

## PATROL STATISTICS

### SEARCH AND RESCUE

# of SAR cases 1

### PORT VISITS

Dublin, Ireland 24-26 May  
Bangor, N. Ireland 27-30 May  
Poole, England 01-03 June  
Portsmouth, England 03-05 June  
Rouen, France 07-10 June  
Rota, Spain 13-14 June  
Casablanca, Morocco 15-18 June  
Mindelo, Cape Verde 22-25 June

### COMMUNICATIONS

# Messages received 8141  
# Messages sent 601  
Total 8742

### QUALITY OF LIFE

Emergency Leave actions 2  
Personnel who reported TAD 35  
Personnel Promoted 5  
UCMJ's 5  
MARS patches 65

### LOGISTICS

CASREPS (MISSION CRITICAL) 4  
Medical Consults 8

### ABSTRACT OF OPERATIONS

Miles steamed 9897.4NM  
Days away from Homeport 87 Days  
DFM used 234,446 Gallons  
JP5 used 1,114 Gallons

### BOAT HOURS

MSB 3.9  
RHI 19.1

### AIR OPERATIONS

# HH65 A/C Flights Controlled 30  
# HH65 A/C Control Hours 30  
# Helo Landings 20  
# Helo Takeoffs 20  
# Helo Touch & Go's 20  
# Hot Refuels 3  
# HIFRs...(Hot In-Flight Refueling) 0  
# VERTREPS (VERTICAL REPLENISHMENT) 1  
Total helo evolutions 64

### TRAINING

Institute Courses Administered 45  
Drills Completed 56

### QUALIFICATIONS

3 EOW 6 MOW/Helm/Lookout  
5 Generator 1 LSO  
6 ESW 1 LSO Talker  
1 Oiler 4 Helo Tie-Downs  
11 Basic DCPQS

## Welcome Aboard the U.S. Coast Guard Cutter *Dallas*

The USCGC *Dallas* was originally commissioned in 1967 at Avondale Shipyards in New Orleans, LA. The ship is the sixth cutter to bear the name of Alexander J. Dallas, the Secretary of the Treasury under President James Madison (1814 - 1816). *Dallas* has been homeported at Governor's Island, New York since her commissioning.

*Dallas* is the second ship of the *Hamilton* class of High Endurance Cutters. At 378 feet, *Dallas* is second in size only to the two Polar class ice breakers (399 ft.). *Dallas* is propelled by a Combination Diesel or Gas Turbine (CODOGT) system in which the ship could be propelled by fuel efficient, long range diesel engines or at high speed by marine gas turbines. The *Hamilton* class were the first class of naval vessels to be propelled by gas turbines which are basically aircraft jet engines modified for marine use. *Dallas* has two shafts equipped with controllable pitch propellers. This allows the shaft to turn in the same direction while forward/reverse thrust is produced by changing the pitch of the blades. To assist with handling alongside a pier, there is an electric driven bow propeller which is lowered through the hull just forward of the pilothouse. It can be trained through 360 degrees and can move the ship at about 3 knots. Another innovative feature is that propeller pitch, engine speed and the bow propeller can all be remotely controlled from the pilothouse or either bridge wing.

When *Dallas* is on patrol, she normally embarks an HH-65A *Dolphin* helicopter. A normal Aviation Detachment (AVDET) included the pilot, copilot, and several crew/maintenance personnel. Additionally they will be accompanied by a Helicopter Support Kit (HSK), which provides a capability to perform routine and preventative maintenance while the helicopter is attached. The helo extends *Dallas*' surveillance and monitoring capabilities to a range of over 150 miles. Additionally, a top speed of over 150 miles per hour enables the helo to deliver emergency equipment or MEDEVAC injured personnel hundreds of miles out at sea using *Dallas* as a refueling point. An added margin of safety comes from the installation of a TALON grid in the center of the flight deck which allows the helicopter to hook onto the flight deck with a special probe. This eliminates the need for crewmembers to run under the spinning blades to tie the helo to the deck.

The *Dallas* is, of course, only as good as the men and women of her crew. Normal peacetime compliment is 22 officers and 168 enlisted. Habitability improvements include three crew lounges each with a TV, VCR, and stereo. There are a total of eight color TV's onboard which are tied together enabling the entire ship to view training films, feature films, or a network TV station from our new satellite television system. The helo hanger houses one of the largest floating gyms in the Coast Guard.

In her early years, *Dallas* collected valuable meteorological and oceanographic data as part of the GATE project and assisted commercial aircraft crossing the Atlantic. During seven combat patrols in Vietnam, *Dallas* compiled a very impressive list of accomplishments including 161 Naval Gunfire Support missions involving 7,665 rounds of 5" ammunition. This resulted in numerous enemy casualties, 58 sampans destroyed and 29 supply routes, base camps, or rest areas damaged or destroyed. For this performance *Dallas* received the Navy Meritorious Unit Commendation.

In 1980 *Dallas* was the command ship for the unprecedented Mariel Boat Lift in which 125,000 Cubans set sail for the shores of Florida in dangerously unseaworthy vessels. In 1983, *Dallas* earned a Coast Guard Unit Commendation for both the seizure of seven vessels smuggling over 103,000 pounds of marijuana and the interdiction of 90 Haitian migrants. In 1986, following the explosion of the Space Shuttle *Challenger*, *Dallas* was designated On Scene Commander for what was at the time the largest search and rescue operation ever undertaken.

Between 1986 and 1989, *Dallas* was decommissioned while she underwent Fleet Renovation and Modernization (FRAM) at the Bath Ironworks in Maine. During this time, the interior of the ship was redesigned and the electronics were upgraded. Some technological improvements included the installation of fleet satellite communications, Chaff for decoying missiles, upgraded air search radar and a new fire control radar. In the spring of 1991, *Dallas* became the first cutter to receive the Shipboard Command and Control System (SCCS) which consists of various integrated sensor systems and command/control/computer technology. This multi-million dollar improvement makes *Dallas* the most capable operations center — afloat or ashore — in the Coast Guard. In the fall of 1992, *Dallas* received the Phalanx CIWS (Close In Weapons System) as a last ditch defense against anti-ship missiles. INMARSAT was added in the winter of 1993 and provides the ship with a global, commercial satellite telephone link capable of sending voice, facsimile and computer data from ship to shore.

During the Haitian Crisis of 1991 - 1992, *Dallas* was again in command of the largest flotilla of Coast Guard cutters ever assembled. Intercepting almost 35,000 migrants, the Coast Guard transported these migrants to the U.S. Naval Base in Guantanamo Bay, Cuba where their claims for asylum were evaluated by Immigration and Naturalization officials. In the summer of 1992, *Dallas* earned the Battle "E" and Operational "O" at Refresher Training in Guantanamo Bay, Cuba for outstanding performance in all areas of evaluation. During the spring of 1993 patrol, *Dallas* was Flagship for Operation Able Manner which consisted of 22 Coast Guard and Navy ships and 17 aircraft. Able Manner was designed to deter Haitian Migrants from attempting a treacherous voyage to the United States. Also during that patrol, *Dallas* seized the *M/V Gladiator* and her six man crew for smuggling over 5,500 pounds of cocaine. On the way back to New York, *Dallas* was on scene with the 144 foot *M/V Mermaid No. 1* which was intercepted with 237 Chinese Migrants on board. For her actions since 1990, *Dallas* received the Coast Guard Humanitarian Service Medal, the Joint Meritorious Unit Commendation, two Coast Guard Unit Commendations, two Meritorious Unit Commendations, and numerous Special Operations Service Ribbons.

As *Dallas* enters her 26th year of service to the nation, she remains Semper Paratus, "Always Ready", to perform countless humanitarian, law enforcement, military and environmental missions with unparalleled success. The leadership of her officers and the efforts of her crew have earned *Dallas* a proud reputation that offers a challenge to every new crewmember. It is in this proud history of tremendous accomplishment that *Dallas* will continue to live up to her motto, Semper Nostra Optima, "Always Our Best!"

EUROPEAN VACATION, DALLAS STYLE

By SW J O'ILLARD, USCGC DALLAS

June 6, 1994, marked an important date in the shared history of the United States and its allies in Europe. The event is, of course, the 50th anniversary of the allied invasion of the beaches at Normandy. On that day, 50 years ago, armies from the free world stormed ashore in France signaling the beginning of the end for Nazi Germany. Now these nations again united for a common goal, this time one of remembrance of the fallen soldiers on both sides. In 1944 the Coast Guard sent their crews of the sixty plus 83-foot patrol boats of Rescue Flotilla #1 and many Coast Guard manned amphibious ships to those beaches. This trip was not just a commemoration, it was an opportunity for the Coast Guard to demonstrate its MLE program. The LantArea cutter DALLAS was chosen to represent the Coast Guard at this international event.

<place picture #1 here>

LTJG CORNWELL SPEAKS TO A GROUP OF CAPE VERDEAN MILITARY AND DALLAS BOARDING TEAM MEMBERS ON THE PRINCIPLES OF COAST GUARD MLE.

During the first leg of the trip, DALLAS made port calls in Dublin, Ireland and Rouen, France among others. While in Dublin, Training Officer of the Irish Navy, Commander Rory Costelloe came aboard to view the equipment and methods used by the U.S. Coast Guard to train its boarding officers and team members in counter

narcotics operations. During the official reception held at the U.S. Deputy Chief of Missions residence the Director of the National Drug Team, Mr. David Godwin, and the Revenue Commissioners Chief Investigator, Mr. Liam Hurley, entered into a lively discussion of law enforcement doctrine and tactics. During the Rouen port call, DALLAS was visited by Mr. Jean-Lou L'anthoen, the Regional Director of French Customs, and Mr. Didier Dumez, the Regional Division Chief, for an official reception following thier discussion of MLE doctrine.

Following a brief stop over in Rota, Spain, the MLE training portion of the patrol shifted into high gear. In Casablasnca, a combination of introductory classes on Use of force and boarding tactics were conducted with Royal Moroccan Navy officers, officer candidates, cadets, and enlisted recruits. While in Mandalo, DALLAS hosted 24 officers and enlisted members of the Cape Verde Coast Guard and Army for two days of training.

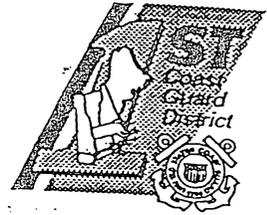
The first day of training consisted of medical lectures on emergency first aid and the GITMO six, conducted by HSC Mark Grandonico and translated by LTJG Frank Rego, a TAD interpreteur from Activities Europe. At the conclusion of the days training students were treated to a tour of the ship, including topside spaces, bridge, berthing compartments, and a hands-on demonstration of the ship's small arms. Reciprocating the gesture, CV Army LT Hercules Lobo, invited LTJG Cornwell and SN James Dillard to the CV Army compound armory for a look at thier

small arms. Thier lighth arms consisted of Soviet manufactured AK-47s, AK-74s, PK light machine guns, RPG rocket launchers, and East German G3 assault rifles. Day two of the training was dedicated to Maritime Law Enforcement. A handful of the Cape Verdean students had attended Coast Guard MLE schools at RTC Yorktown. Topics covered included preboarding questions and preparations, tactical procedures, detection of hidden compartments, and NIK kit testing. After lunch, the class was moved aboard a derelict Korean fishing boat laying at anchor in the harbor. The 150-foot vessel provided an excellent platform to practice ISIs, accessing compartments, tactical movement, and gave CV Army personnel a good overview on general ship construction/characteristics.

At every stop along the route, DALLAS was able to help other nations understand more about the way the U.S. Coast Guard conducts its Law Enforcement mission. Through the training sessions we were able to further promote international goodwill and understanding among both developed nations and emerging countries. The overwhelming success of the trip was due largely in part to the professionalism exhibited by DALLAS boarding team personnel and training materials provided by MLE School and COMDT (G-CI).



DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
NEWS RELEASE



*Atlantic Area Headquarters & District One (South) Public Affairs*

*Tel. 212-668-7114 Fax 212-668-7134*

RELEASE NO. 78-95

AUG 23, 1995

*FIRST DEPLOYMENT OF COAST GUARD CUTTER TO SIXTH FLEET  
MARKED BY SUCCESS.*

THE FIRST FORWARD DEPLOYMENT OF A U.S. COAST GUARD CUTTER TO THE SIXTH FLEET ENDED ON AUG. 19 WHEN THE USCGC DALLAS (WHEC 716) BEGAN ITS HOMEWARD JOURNEY ACROSS THE ATLANTIC. THE THREE-MONTH DEPLOYMENT WAS HIGHLIGHTED BY MANY "FIRST TIME" ACCOMPLISHMENTS.

DALLAS WAS THE FIRST CUTTER TO VISIT THE BLACK SEA, AND THE FIRST TO PARTICIPATE IN MEDITERRANEAN AND ADRIATIC SEA BATTLE GROUP OPERATIONS. DALLAS ALSO CARRIED OUT MILITARY TO MILITARY PROFESSIONAL EXCHANGES WITH SEVEN COASTAL NATIONS, INCLUDING ALBANIA, BULGARIA, ROMANIA AND SLOVENIA. EXERCISES WERE CONDUCTED AT SEA WITH SIX DIFFERENT NATO AND NON-NATO NATIONS.

DURING THE PROFESSIONAL EXCHANGES AND EXERCISES, DALLAS DEMONSTRATED SEARCH AND RESCUE TECHNIQUES AND PROVIDED PRACTICAL TRAINING IN AREAS RANGING FROM DAMAGE CONTROL TO MARITIME LAW ENFORCEMENT. THESE OPERATIONS AND EXERCISES

LAI D THE FOUNDATION FOR PURSUIT OF MORE ADVANCED INTEROPERABILITY INITIATIVES IN THE EUROPEAN THEATER BY THE SIXTH FLEET.

"AS A RESULT OF YOUR DEMONSTRATIONS OF COAST GUARD MISSIONS AND CAPABILITIES," WROTE VICE ADM. DONALD L. PILLING, SIXTH FLEET COMMANDER, IN A CONGRATULATORY MESSAGE, "A NUMBER OF MEDITERRANEAN AND BLACK SEA NATIONS HAVE EXPRESSED AN INTEREST FOR ENHANCED INTERACTIONS WITH SHIPS AND PERSONNEL POSSESSING YOUR EXPERTISE."

DALLAS WAS EQUALLY BUSY DURING THE TEN PORTS VISITED IN THE MEDITERRANEAN AND BLACK SEAS. PUBLIC TOURS, PRESS CONFERENCES AND SIGNIFICANT PEOPLE-TO-PEOPLE PROJECTS WERE CONDUCTED BY DALLAS THROUGHOUT ITS DEPLOYMENT.

"AS YOU HEAD FOR HOME AND WELL DESERVED REUNIONS WITH FAMILY AND FRIENDS, YOU CAN BE JUSTIFIABLY PROUD OF YOUR CONTRIBUTIONS," SAID PILLING OF THE DEPLOYMENT. "YOU REPRESENT THE BEST THAT OUR AMERICAN SEA SERVICES OFFER. WE LOOK FORWARD TO AN EARLY RETURN OF THE COAST GUARD TO THE MED."

THE 378-FOOT CUTTER WITH A CREW OF 190 STEAMED MORE THAN 14,500 MILES DURING THE DEPLOYMENT. DALLAS IS COMMANDED BY

CAPT. JOSEPH H. JONES, JR., A 1972 GRADUATE OF THE UNITED STATES COAST GUARD ACADEMY.

\*USCG\*

Editors note: To hear a recorded version of this release call the Transportation Radio Network at 1-800-526 1144.



New York

# Harbor Watch

Mar. 24, 1995  
Vol. VII, No. 11

Serving the Military Community In Greater New York

## News Briefs

### VA hosts free event

**BROOKLYN, N.Y.** -- The Brooklyn Veterans Affairs Medical Center will Celebrate Women's History Month at 10 a.m., Wednesday, March 29, on the second floor assembly room of the Medical Center, 800 Poly Place. The guest speaker is JoAnne DaSilva, M.D., Medical Director of Emergency Care at Kings County Hospital. This event is free and open to the community.

### Register to park

**FORT HAMILTON, N.Y.** -- Military and civilians with cars registered to park on Fort Hamilton are reminded to have the registration stickers permanently affixed to their car.

According to a memorandum dated March 9, MPs on post will begin revoking non-affixed vehicle registration decals in accordance with Army Regulation 190-5, Motor Vehicle Traffic.

The stress on affixing the registration decal revolves around security, said Staff Sgt. Stanley W. Bragg, military police operations sergeant. "It is, in effect, to prevent theft of the decal which could give anyone access to any installation in the United States." He also stressed the procedure as a system of control, as well as an anti-terrorism measure.

Military or civilians who have their registration revoked must apply for a new one at the Provost Marshal's Office on post.

Vehicle registrants are encouraged to affix the vehicle decal to the bottom left corner of the front windshield or left front bumper to facilitate recognition of it by the military police.

### Army honors women

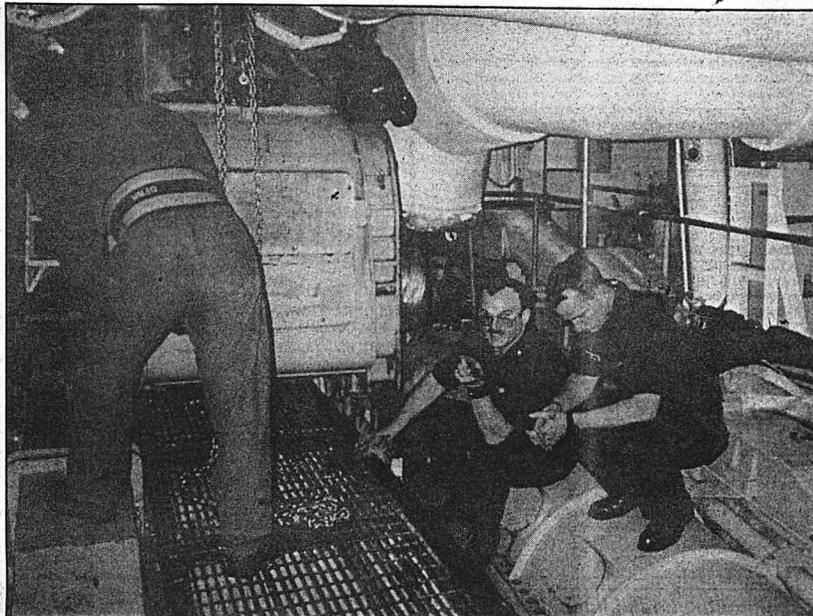
**FORT HAMILTON, N.Y.** -- The New York Area Command and Fort Hamilton will celebrate Women's History Month, Tuesday, March 28 at 10 a.m. in the Fort Hamilton Post Chapel. The guest speaker will be Cmdr. Cynthia Miller, commander of the Military Entrance Processing Station at Fort Hamilton. For additional information contact Sgt. 1st Class William Lindo, equal opportunity adviser, at (718)630-4734.

### Women's hotline exists

**GOVERNORS ISLAND, N.Y.** -- The Women's Information Hotline still exists, but has expanded in scope. By calling 1-800-242-9513, you can access the Women's Information Line, talk to the Gender Policy Adviser (formerly the Women's Policy Adviser), the Ethic Policy Adviser (formerly the Minority Adviser), and get information on the Mentor Program and the Cultural Audit.

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Lifestyles .....	pages 16,17



Left to right: Chief Petty Officer Dennis Freimark and Chief Warrant Officer Jeff Zinn discuss how to transfer the blower through the engine room.

## Engineers repair Coast Guard cutter

*Coast Guard and Navy engineers work together to complete mission*

**By Ensign L. Rose**

U.S. Coast Guard Cutter Dallas

The engineers onboard the Coast Guard Cutter Dallas have been extremely busy this inport. The inport was extended 10 days to permit necessary casualty repairs and scheduled maintenance to be completed. The amount of work to be done can not be accomplished by the Dallas engineers alone. The work is a combined effort between Dallas engineers, Naval Engineering Support Unit New York and Support Center New York Industrial Division. Additionally, Lt. A. Boughner from Main Gas Turbine equipment team Supply Center Curtis Bay came up from Baltimore.

The first major project was an overhaul of the No. 2 Ship's Service Diesel Generator. Usually, this overhaul takes approximately 1,000 man-hours to complete. So far Dallas engineers are almost 65 percent complete, with approximately 575 man-hours expended.

The next major project was a lube oil casualty on the No. 2 MGT. This repair entailed disconnecting and rigging the No. 2 turbine forward of its usual spot in the engine room. The No. 6 bearing area on the No. 2 turbine then had to have the supply and scavenging oil lines inspected for leaks. The lube oil leak had originally occurred close to the No. 6 bearing, and it was suspected to be part of the problem. The repairs on the turbine itself took more than 650 manhours. The repairs were effected by NESU N.Y. with assistance by Dallas engineers.

The biggest project in the engine room is the change out of both blowers on the main diesel engines. The blowers supply air to the engines. This is being accomplished through the joint efforts of Dallas engineers, NESU, and Industrial Division.

The process is very complicated, involving a system of pulleys and chains to lift the blower off the main diesel engine, move it through the engine room and up through the plenum chamber (a huge air supply intake for one of the main gas turbines), and out of the ship where the blower is craned to the pier. Replacement blowers will then be installed in much the same manner.

Safety is a big issue since the blowers weigh more than one and one-half tons each. Relatively speaking, each blower is heavier than a medium-sized car.

In the meantime, NESU N.Y. helped Dallas engineers remove the salt water and fresh water pumps from the No. 1 Main Diesel Engine. NESU will disassemble the pumps for inspection purposes. If needed, the pumps will be repaired or overhauled.

Lastly, the turbochargers for the main diesels need to be changed out. Although the turbochargers are much smaller than the blowers, they will be lifted out of the engine room via the same pulley system that the blowers were removed with. The turbochargers supply air to the cylinders to aid in the compression process.

Once the blowers are changed out, things in the engine room will quiet down to a dull roar," said Chief Warrant Officer J. Zinn, the main propulsion assistant. The engineers have tackled numerous other preventive maintenance schedule and voyage repairs. These repairs combined have totaled between 3,000 and 3,500 man-hours. All of the repairs are being done in preparation for a major overhaul of both main diesel engines in late 1995 or early 1996. The engineers will definitely never have a dull moment this inport.

# ter awards



Willard N. Thomas receives the Coast Guard Achievement Medal.



YN2 Ronald R. Lustig receives a Coast Guard Achievement Medal.



Jarrett T. Stehle is awarded the Coast Guardsman of the Quarter.



SN Brian J. Beaudoin receives the Commandant's Letter of Commendation.



Richard Torres receives his first Good Conduct award.

## CGC Dallas awards

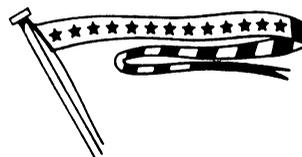
MK1 John A. Curran was named the Dallas, Texas, Navy League's sailor of the year. He was cited for his consistently high performance and leadership during the past year. Curran was awarded an all expense paid trip to Dallas, Texas, sponsored by the Navy League.

Other DALLAS awards include:

- LT Raymond W. Pulver — \$127 via Idea Express
- LTJG Brady C. Downs — Promoted to Lieutenant
- RD2 James M. Moore — Coast Guard Achievement Medal
- QM3 Beth A. Seastrand — CG Commandant's Letter of Commendation
- SK2 James B. Szekely — Good Conduct Medal
- BM2 Robert L. Truttier — Good Conduct Medal
- RD3 Michael L. Bonan — Good Conduct Medal
- TC3 Richard J. Debonis — Letter of Appreciation
- SA Eric W. Haggstrom — Promoted to Seaman
- FA Michael J. Guilliano — Promoted to Fireman
- SA David M. Laporte Jr. — Promoted to Seaman
- SA David R. Verplanck — Promoted to Seaman



Unit awards in March include the Humanitarian Service Medal for Operation Able Vigil and the Battle "E" for the 96 percent drill average at REFTRA.



*The Commander, Atlantic Area,  
the Commanding Officer, Officers, and Crew  
requests the honor of your presence  
at the commissioning of  
USCGC Dallas (WHEC-716)  
at eleven o'clock, Friday morning, the fifteenth of June  
nineteen hundred and ninety  
on board USCGC Dallas (WHEC-716)  
Yankee Pier, Governors Island, New York*

*R.S.V.P.  
Card enclosed or  
(212) 668-7950*

*Uniform  
Participants-Full Dress Blue  
Military Guests-Tropical Blue Long  
Civilian Guests-Appropriate Informal*

*Reception immediately following Ceremony*

## Cutter's tour of European ports has a double purpose

By J. KING CRUGER  
Northern Italy bureau

**A** Coast Guard cutter is spending this summer on a historic and unprecedented deployment to the Mediterranean and Black seas.

The European deployment of the 378-foot-long Dallas was requested by the Navy's 6th Fleet, and comes while the Coast Guard is studying its role in national security and its force mix for the 21st century.

Coast Guard officials say the deployment is designed to help assess the service's evolving roles and missions for a third century of service.

And what the Dallas does this summer — and how well it does it — reportedly will play no small role in that assessment.

The cutter's deployment with the 6th Fleet is intended to determine interoperability — how well the two services can work together — as well as to carry out a number of military-to-military visits as part of the Partnership for Peace program, according to Cmdr. Jim Mongold, executive officer of the Dallas.

During its visits to various ports, the crew of the Dallas has also been advising and training European naval and maritime

host to several dozen members of the Slovene media who were most interested in what type of maritime force Slovenia — with just 30 miles of coastline — should have.

"It isn't how much water you want to cover. It depends on what you want to do in that water," Mongold told the group.

To illustrate his point, Mongold told of recent Coast Guard experiences in the Caribbean.

Three Coast Guard ships were enough to cover the area when the service was trying to stop the flow of bulky marijuana cargos, but many more ships were needed to try to intercept much smaller cocaine cargoes — and 27 ships of the Dallas' size were required when the United States was trying to stem the flow of



Mongold

illegal immigrants in the Caribbean, Mongold said.

"It depends on what you want to do — and that changes with time. The Slovene people must ask themselves what work is to be done. This (the Dallas) may be more than Slovenia needs, but the equipment the ship has and its techniques are applicable," he said.

The Coast Guard, a part of the Department of Transportation, has 70 ships and hundreds of small boats. The Dallas, with a crew of 180 men and women, belongs to the Hamilton class of high-endurance cutters, the largest class of ship in the Coast Guard. It is named after Alexander Dallas, a secretary of the Treasury early last century.

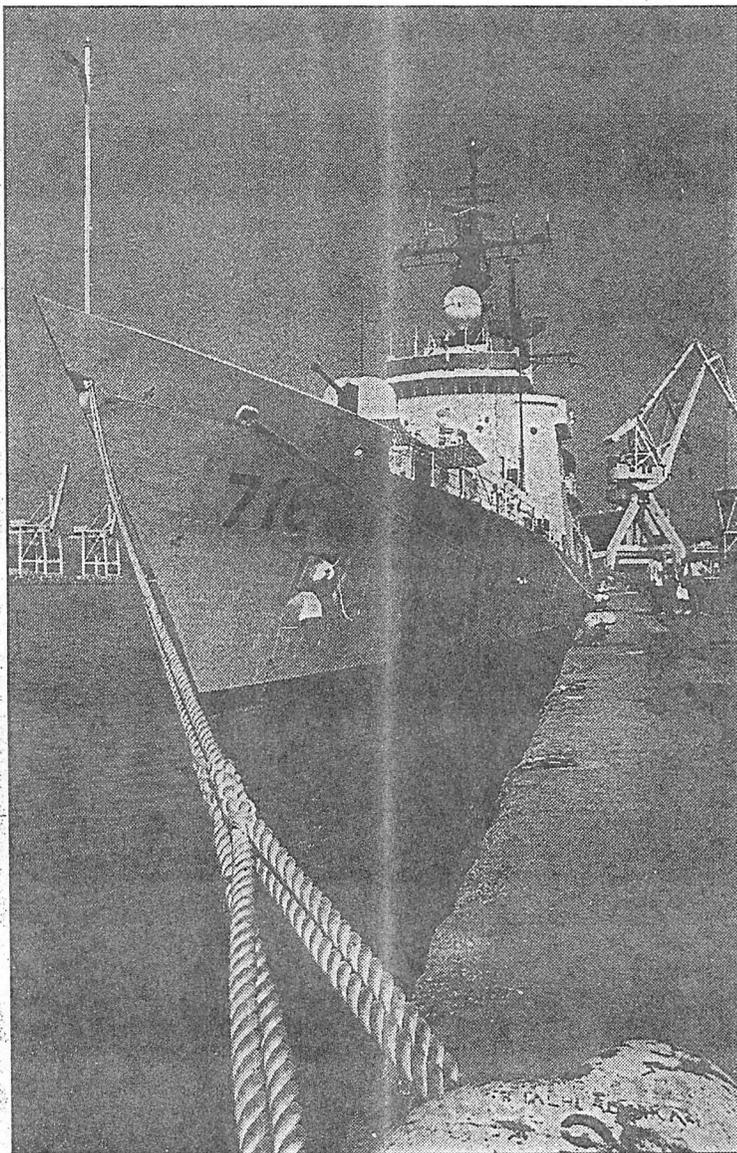
Although the Dallas represented the Coast Guard at last summer's 50th anniversary of the D-Day invasion of Normandy, it is unusual for the Coast Guard to deploy a cutter to European waters. The current deployment is the first by a cutter to the Mediterranean in 30 years.

The Dallas is commanded by Capt. Joseph H. Jones Jr., a 1972 graduate of the Coast Guard Academy.

Jones says that with the demise of the Warsaw Pact, many former pact members — especially smaller countries — are trying to decide what to do with their navies.

"Those countries see what we can do. They see the U.S. Coast Guard as a good model" for their futures, said Jones, adding, "We bring something else to the table because we are on the low-end of the spectrum — away from war."

Before returning to New York in early September, the Dallas will make port visits in Italy, Albania and Spain.

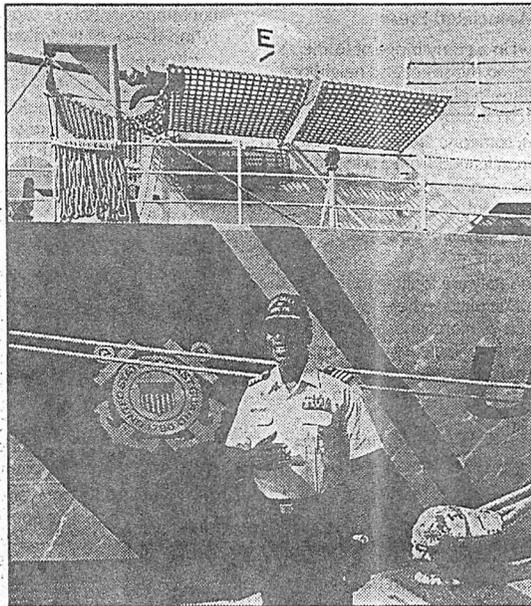


S&S: J. King Cruger

**'Those countries see what we can do. They see the U.S. Coast Guard as a good model' for their futures.**

— Capt. Joseph H. Jones Jr. of the Coast Guard cutter Dallas

*The Coast Guard cutter Dallas pays a visit to Koper, Slovenia, during a deployment to European ports. At left, Capt. Joseph H. Jones Jr. stands beside his docked ship.*



S&S: J. King Cruger

forces — as well as picking up some pointers from them, Mongold said.

The Dallas already had visited ports in Turkey, Bulgaria, Romania and Tunisia before a recent stop at Koper, the chief seaport of the Republic of Slovenia — independent only since its short military conflict with Yugoslavia in 1991.

During the five-day stay in Koper — the first port call in Slovenia by a U.S. Coast Guard ship — the Dallas engaged in several training activities with two dozen members of the Slovene navy and maritime police. The activities included search and rescue, military law enforcement and anti-drug operations, plus demonstrations of navigation and damage control. The ship also was open for public tours.

On its first day in port, the Dallas played



Commander (Acp)  
USCG Atlantic Area Public Affairs  
Portsmouth, Va.  
(757) 398-6272  
e-mail: [Public Affairs](mailto:PublicAffairs)  
February 26, 2003

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## CGC *Dallas* deploys for Operation Enduring Freedom



PORTSMOUTH, Va. – A Charleston-based Coast Guard cutter has been ordered to deploy overseas to support Operation Enduring Freedom and to prepare for future contingencies.

USCGC *Dallas* (WHEC-716), a 378-foot high endurance cutter with a crew of about 175, was underway on patrol this past weekend when it received the order from the Atlantic Area commander here to head overseas. *Dallas* is deploying with an HH-65B Dolphin helicopter and 7-member aircrew from Coast Guard Air Station Atlantic City, N.J.

The ship departed Charleston Feb. 8, patrolling and conducting training off the East coast of the United States prior to receiving deployment orders.

The largest and most capable class of Coast Guard cutter, *Dallas* is deploying at the request of the Department of Defense as the U.S. repositions some of its military forces where required to support the global war on terrorism and to prepare for future contingencies.

*Dallas'* unique capabilities in maritime law enforcement, port security and search and rescue, plus its modern command, control and communications equipment make the cutter an important asset for this mission.

"*Dallas* has a long and distinguished history of serving the nation in times of conflict," said Captain Christopher Colvin, *Dallas* commanding officer. "This deployment is characteristic of the kinds of missions this ship was built for. We are a multi-mission, maritime and military force, and we're ready to do whatever it is our country and our military needs us to do."

*Dallas* joins eight 110-foot patrol boats; the CGC *Boutwell* – another 378-foot cutter that deployed from Alameda, Calif., Jan. 3; four Port Security Units (PSU), including PSU 305 from Ft. Eustis, Va; and PSU 309 from Port Clinton, Ohio, along with operations and support personnel from 20 other commands already receiving orders for Operation Enduring Freedom.

"This deployment illustrates the Coast Guard's commitment to protecting America both at home and abroad," said Atlantic Area Commander Vice Adm. James Hull. "The Coast Guard is a military force and we have unique and specialized skills needed by the Department of Defense."

Less than three percent of the Coast Guard's resources are being deployed in support of these operations overseas. The Coast Guard continues to maintain a strong and active role in providing homeland security throughout the nation in what has become the biggest port security operation (Noble Eagle) since WWII.

Serving overseas with the Department of Defense is not new for the *Dallas*. The high endurance cutter has previously been deployed to the U. S. Navy Sixth Fleet to conduct defense operations, the most recent being in 1999 as a participant in NATO Operation ALLIED FORCE during the Balkans conflict. In 1995, *Dallas* deployed to the Sixth Fleet as a member of the USS THEODORE ROOSEVELT Battle Group during Operations DENY FLIGHT, MARITIME MONITOR and SHARP GUARD off the former Yugoslavia.

In 1994, *Dallas* represented the United States and the U. S. Coast Guard at the 50th anniversary Normandy D-Day reenactment. During the late 1960's and early 1970's *Dallas* completed seven combat patrols off Vietnam conducting 161 naval gunfire missions.

In support of other Coast Guard missions, *Dallas* served as the command ship coordinating migrant rescue and interdiction operations during Operation ABLE MANNER off Haiti between 1991-1993; and for the Mariel Boatlift north of Cuba in 1980. In 1986, *Dallas* served as the command ship during recovery efforts of the Space Shuttle Challenger.

*Dallas* was commissioned in 1967 and is the sixth to bear the name of Alexander J. Dallas, Secretary of the Treasury under President James Madison.

**-USCG-**

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U.S. Department of  
Homeland Security  
United States  
Coast Guard



# Press Release

Date: May 27, 2008  
Contact: Lt. Rob Wyman  
W: 757-398-6608

## CHARLESTON-BASED CUTTER SETS SAIL FOR AFRICA, MEDITERRANEAN, BLACK SEA

**PORTSMOUTH, VA.** - The Coast Guard Cutter Dallas departed Charleston, S.C., Sunday for a four-and-a-half month deployment to conduct maritime safety and security exchanges with countries along the central and west coasts of Africa, the Mediterranean and the Black Sea.

Under the direction of Commander, U.S. Naval Forces Europe, Dallas will support the Navy's 6<sup>th</sup> Fleet serving as the primary Africa Partnership Station (APS) platform to conduct activities and exchanges that bolster maritime safety and security as part of an ongoing support mission made up of multi-national governmental agencies and non-governmental organizations. These agencies and organizations respond to requests from African governments to provide focused multi-national/organizational collaboration on a regional scale. The goal of the Africa Partnership Station is to help African nations improve their own economic security and stability thus enhancing maritime security and stability throughout the world.

The U. S. Coast Guard's multi-mission portfolio of maritime safety, law enforcement, and national defense more closely resemble the missions carried out by the navies and coast guards of the countries Dallas works with.

Following the visits to Africa, Dallas will make numerous port calls in the Mediterranean and Black sea.

### Media Notes:

- Photograph of Dallas underway is available at: [http://cgvi.uscg.mil/media/main.php?g2\\_view=core.DownloadItem&g2\\_itemId=91224](http://cgvi.uscg.mil/media/main.php?g2_view=core.DownloadItem&g2_itemId=91224)
- For additional information about APS, go to the following link for the transcript of an interview with the APS Commodore, Capt. John B. Nowell, Jr., U.S. Navy: [http://www.defenselink.mil/dodcmsshare/BloggerAssets/2008-05/05200815403220080520\\_CaptNowell\\_transcript.pdf](http://www.defenselink.mil/dodcmsshare/BloggerAssets/2008-05/05200815403220080520_CaptNowell_transcript.pdf)
- U.S. Navy APS press release dated May 21, 2008: <http://www.defenselink.mil/news/newsarticle.aspx?id=49954>
- U.S. Navy APS background paper: [http://www.defenselink.mil/Blog\\_files/Blog\\_assets/20080520\\_CaptNowell\\_backgrounder.pdf](http://www.defenselink.mil/Blog_files/Blog_assets/20080520_CaptNowell_backgrounder.pdf)

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## U.S. Coast Guard Cutter Arrives in Sevastopol, Ukraine

Story Number: NNS080901-04

Release Date: 9/1/2008 4:27:00 PM

From Commander, U.S. Naval Forces Europe - Commander, U.S. 6th Fleet  
Public Affairs

SEVASTOPOL, Ukraine (NNS) -- U.S. Coast Guard Cutter Dallas (WHEC 716) pulled into port here Sept. 1 to participate in previously scheduled theater security cooperation activities with the Ukrainian Navy.

The visit by the 378-foot, high-endurance cutter, which has been scheduled since Spring 2008, represents one of the many routine visits to the Black Sea region by the U.S. Navy and U. Coast Guard in recent years designed to strengthen global maritime partnerships and foster greater maritime safety and security capabilities with Black Sea nations.

Included in the training will be shipboard damage control, law enforcement training and vessel boarding procedures.

"The principal aim of visits like these is to increase interoperability by developing the individual and collective maritime proficiency of partner nations, as well as promoting friendship, mutual understanding and cooperation," said Capt. John Moore, commander of Combined Task Force 367, under which the Dallas is operating.

The Dallas, home-ported in Charleston, S.C., is on a regularly scheduled deployment and has been under the command of the U.S. Navy's 6th Fleet since May 25. Earlier in the deployment, Dallas participated in Africa Partnership Station and conducted similar training with navies and coast guards throughout West and Central Africa.

On Aug. 27, the cutter became the second U.S. military ship to deliver humanitarian aid supplies to Georgia as part of Operation Assured Delivery, the ongoing U.S. mission to bring relief supplies to the conflict-torn country.

For more news from Commander, U.S. Naval Forces Europe - Commander, U.S. 6th Fleet, visit [www.navy.mil/local/naveur](http://www.navy.mil/local/naveur).

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# Coast Guard Cutter Dallas arrives in Sevastopol, Ukraine

Sep 2nd, 2008

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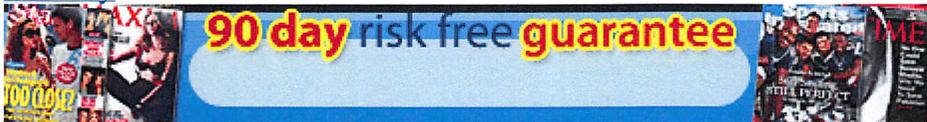
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## After Action Report from Alicja Power USCG Auxiliary Interpreter Corps



Deployed on the CGC Dallas 19 August to 23 September 2008

My deployment aboard the Coast Guard Cutter Dallas commenced on August 19 and ended on September 23, 2008. I acted as a Russian/ Ukrainian language interpreter, member of the USCG Auxiliary Interpreter Corps and a representative of a Coast Guard Auxiliary District 9CR, Flotilla 20-01. My work consisted both of the translation of 12 written power point presentations and other materials and oral interpreting during port visits in Batumi, Georgia, Sevastopol, Ukraine, and in Burgas, Bulgaria. During my off duty time I observed the life on board of Dallas, tried to participate in as many activities, drills and musters as possible, and enjoyed every minute of my assignment. I was awarded a Spats Eebow award for outstanding support during the Black Sea and Assured Delivery mission in Georgia by the crew of USCGC Dallas, the Coast Guard Auxiliary Achievement Medal by the Commandant of the US CG, and an Excellence of Service award by the Commodore of Task Force 67 stationed in Sicily, Commodore John Moore, whom I had the pleasure of serving as a personal interpreter in Georgia and Sevastopol. There were many reasons my Black Sea deployment as a translator on board of the cutter Dallas was a very rewarding and memorable experience.

First, I was very well prepared both professionally, technically, logistically and emotionally. Having mentors with previous translation experience and human warmth, such as Mr. Klaus Baumann, enthusiastic and patriotic Eric Nakonechnyj, and a delightfully open, sincere and brilliant pen pal in the person of the French translator already on board, Mr. Richard Turrin, proved very valuable. I knew what to expect, what to bring, (except for towels and cloths hangers I failed to inquire about) and how to conduct myself. I knew my trip was not a tourist cruise, I was to contribute to the cause as a linguist, and to be flexible. I took off with the notion I would be witnessing history. I expected a sort of boot camp for translators on an unstable surface and institutional food.

The living accommodations, although necessarily Spartan, turned out to be cozy. The only problem was not being able to sit on one's bed due to the spacing between bunks, and four bouts of sea sickness successfully remedied by pills. The translated material, although copious, turned out to be manageable because we had time to do the work during 12 days before reaching the first Russian speaking port. If possible, in the future, such unclassified material could be assigned to a translator prior to the deployment, to ensure timely preparation. A personal lap top and the electronic dictionaries on a flash drive turned out to be a must; it was difficult to get access to the governmental computers, occupied at all times by the 170 enlisted people and officers on board.

The food was surprisingly varied and creatively prepared. There was always something to be enjoyed by everybody (there was only one not so delightful meal out of 35 days, which can be considered a great success). In fact, the Commodore of Task Force 67 awarded Dallas food service award of excellence (The cooks really made over him and his two accompanying officers when they hopped on board of our vessel.). Personally, I was grateful to be served anything, without having to worry about food preparation and the dishes. Also, the travel arrangements and my transit to and from the boat were flawless.

I was fascinated by the life on board of a working vessel and the routine of the Coast Guard day, both very unfamiliar to me. The wardroom officers were courteous and tried to involve me in the camaraderie and professional tasks, their duties and fatigue permitting. I usually caught the XO, the Captain and the young officers at breakfast and was able to ask many practical questions, and later spent time in various departments of the vessel, which was fascinating.

I was pleased to utilize my translation skills during such a memorable mission. I enjoyed being part of the delivery of the humanitarian aid to Georgia, which people seemed genuinely grateful for our help. I was pleased to meet the leadership of the Ukrainian Coast Guard and the Bulgarian Border Police during formal meetings and receptions. It was good to catch a glimpse of Sevastopol, Constanta, Burgas and Izmir, although I wish we stayed at least two days in Constanta and Izmir.

It was really helpful to have port briefs prior to liberty at each port; it helped everybody be sensitive to the local culture and the political and economic climate and to consider the factors of personal safety. Although I recognize the need for 2 or 3 person parties during liberty time in a foreign land, sometimes exceptions could be made regarding auxiliary members and on individual bases. Occasionally an individual person should be allowed being on his/her own during day time liberty for a valid reason (need to shop for an item of no interest to others, private meeting with a relative or a friend in a given country).

I feel much honored to get to know the young people working aboard Dallas. I have grown to appreciate and respect their competence, professionalism and hard work. I was impressed with the 25 hard working women aboard the vessel.

If invited again as a volunteer interpreter, I would certainly consider contributing my services. Ideally, I would like to be flown in to the port of the initial assignment and flown out when no longer needed to save my time and the Coast Guard resources. I will always remember and treasure the time spent with Dallas, and I am grateful for the opportunity to grow both professionally and personally.

*Alicja Power*

**See Pictures on following Pages**

Edited for Publication  
Klaus G.E. Baumann. N-II



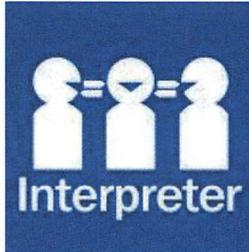
USCGC Dallas - Welcome to Georgia – American National Anthem – Salutes



USCGC Dallas – USA Welcome Reception in Georgia



CG Auxiliary Interpreter Alicja Power with Georgian CG CO



CG Auxiliary Interpreter Alicja Power translating for  
CAPT Robert Wagner, CO of CGC Dallas in Georgia



CG Auxiliary Interpreter Alicja Power (r) conversing with Ukrainian CG Officers



PO Oleg Lazakovich, USCG, also a Russian linguist of the USCG Auxiliary Interpreter Corps teams up with CG Auxiliary Interpreter Alicja Power on the CGC Dallas.



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# COMMANDING OFFICERS OF GALLATIN

<i>Moser, Kevin L.</i>	1969-1971
<i>Davidson, D.D.</i>	1971-1972
<i>Hathaway, Charles B.</i>	1972-1974
<i>Solvang, Arthur</i>	1974-1976
<i>Breed, Alan D.</i>	1976-1978
<i>Fear, James L.</i>	1978-1980
<i>Leahy, William P.</i>	1980-1982
<i>Coen, James F.</i>	1982-1982
<i>Montonye, James T.</i>	1982-1984
<i>Ramsden, Donald H.</i>	1984-1986
<i>Philpott, Robert J.</i>	1986-1988
<i>Newlin, Charles B.</i>	1988-1989
<i>Regan, Paul M.</i>	1991-1993
<i>Terriberry, Timothy L.</i>	1993-1995
<i>Gibson, Wayne K.</i>	1995-1997
<i>Conroy, Joseph A.</i>	1997-1999
<i>Branham, Robert S.</i>	1999-2001
<i>Parent, Wayne C.</i>	2001-2002
<i>Semrau, William J.</i>	2002-2004
<i>Parks, Michael N.</i>	2004-2006
<i>White, Andrew P.</i>	2006-2008
<i>Christian, Michael N.</i>	2008-2009
<i>Davis, John T.</i>	2009-2011
<i>Corson, Caleb</i>	2011-2014