news

FROM AVONDALE SHIPYARDS, INC.

NEW ORLEANS

FOR IMMEDIATE RELEASE, New Orleans, 7 February 1966

Cdr Tindale
6234

31-66

The keel of the United States Coast Guard Cutter DALLAS, the second in a series of four high endurance cutters being built by Avondale Shipyard's, was laid at the builder's main year this morning. The ship is named for Alexander James Dallas (1759-1817) who was Secretary of the Treasury from 1814-1816.

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The brief ceremony, attended by representatives of the United States Coast Guard and Avondale Shipyards, is symbolic of the beginning of construction of the new 378 foot cutter.

The USCGC DALLAS is designed primarily for peacetime service as an ocean-station vessel with concurrent duties in search and rescue, law enforcement and oceanographic research. The vessel is equipped with both diesel and gas turbine power plants with the former being used for speeds up to 20 knots, for speeds from 20 to 28 knots the gas turbine alone will be used.

Secretary Treasury Chase

The USCGC HAMILTON, sister ship of the DALLAS, was launched by Avondale on December 18th. and is scheduled for completion in November. All ships in this series are the first high endurance cutters to be ordered by the Coast Guard in the past 20 years.

* * * * * *

BIOGRAPHY OF ALEXANDER JAMES DALLAS

The United States Coast Guard Cutter Dallas is named in honor of Alexander James Dallas, Secretary of the Treasury from 1814-1816. His biography is as follows:

Alexander James Dallas was born in Jamaica, West Indies in 1759 and was educated at Edinbourgh University. He migrated to Philadelphia (1783) where he began to practice law (1785). From 1791-1801 he was Secretary of the Commonwealth of Pennsylvania and, from 1801-1814 United States District attorney for the eastern district of Pennsylvania. He helped form the Constitutional Republican party (1805), which became the conservative element in state politics.

He was appointed by President Madison as Secretary of the treasury (1814-1816) at a time when the treasury was in a state of bankruptacy. Through stringent measures he was able to build the deficit into a surplus of $20-million.

He was instrumental in the establishment of the second U. S. Bank (1816) and the passage of the Protective Tariff Act of 1816. Dallas also acted as Secretary of War during the illness of Monroe (1815).

He edited the first reports of the U.S. Supreme Court (1790-1807) and wrote and Exposition of the Causes and character of the War of 1812 (1815).

# # #

CHARACTERISTICS OF THE USCGC DALLAS

Length overall----------378 feet

Length at waterline----------350 feet

Beam----------42 feet

Displacement----------2800 tons

Total installed shaft horsepower----------43,000

Cruising speed----------20 knots

Maximum speed----------over 28 knots

Propulsion Plant:

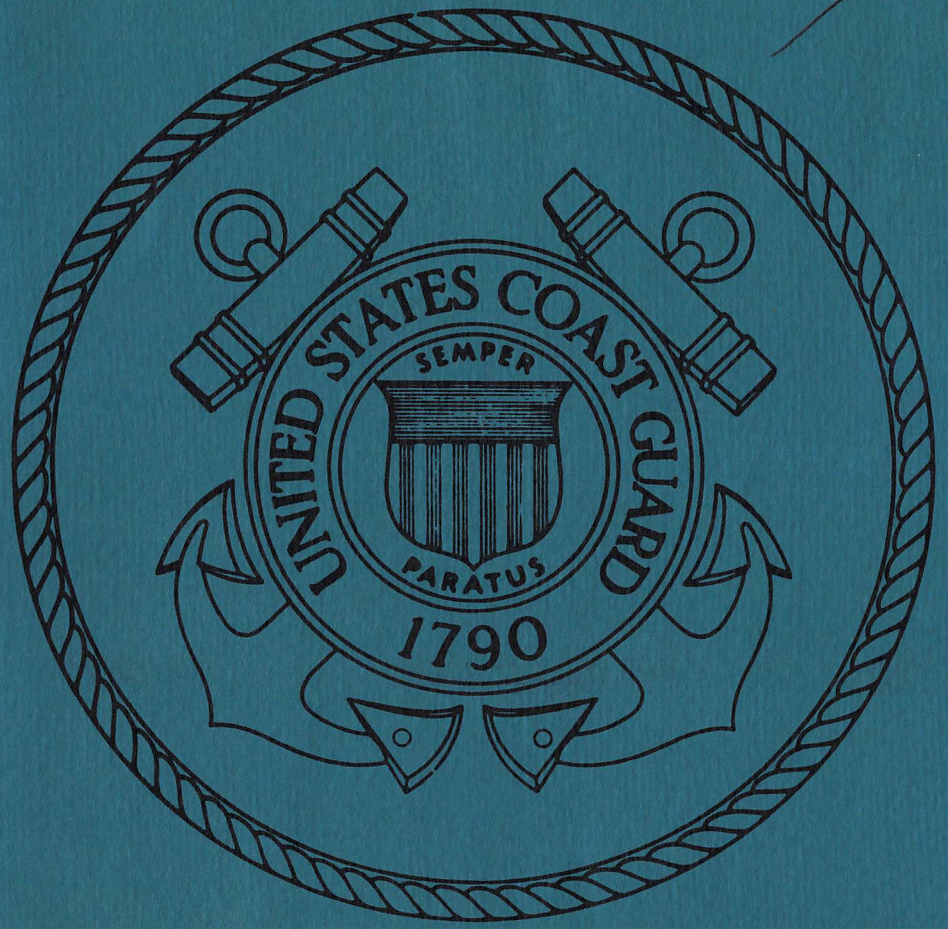
Two 3500 h.p. turbocharged Fairbanks-Morse opposed piston diesel engines and two Pratt and Whitney Aircraft FT-4A-6 gas turbines rated at 18,000 h.p.

Propellers:

Two 13' diameter controllable pitch propellers and shafting----------Propulsion Systems, Inc.

The primary peacetime mission of the high endurance cutters will be that of ocean-station vessels with collateral duties consisting of search and rescue, law enforcement and oceanographic research activities.

# # #



Launching Program USCGC Dallas (WPG-716) Avondale Shipyards, Inc.

Launching Ceremony October 1, 1966

USCGC (WPG-716)

United States Coast Guard

The United States Coast Guard Cutter Dallas, named for Alexander James Dallas, Secretary of the Treasury, Oct. 1814 to Nov. 1816, is one of seven such vessels presently under construction at Avondale Shipyards. It is one of the first new cutters to be built for the Coast Guard in 20 years.

NATIONAL ANTHEM

INTRODUCTION.....MR. E. W. DUPONT
Manager, Bayou Black Division
Avondale Shipyards, Inc.

INVOCATION.....HIS EXCELLENCY
PHILIP M. HANNAN, STL, JCD, DD
Archbishop of New Orleans

REMARKS.....MR. EARLE LEONARD
Chief Engineer
Avondale Shipyards, Inc.

REMARKS.....ADMIRAL WILLARD J. SMITH, USCG
Commandant
United States Coast Guard

REMARKS.....THE HON. TRUE DAVIS
Asst. Secretary of the Treasury
United States of America

PRINCIPAL SPEAKER.....THE HON. CLAIBORNE PELL
U.S. Senate (D-R.I.)
Washington, D.C.

CHRISTENING.....MISS DALLAS PELL

SEMPER PARATUS

news

FROM AVONDALE SHIPYARDS, INC.
NEW ORLEANS

FOR IMMEDIATE RELEASE . . . OCTOBER 1, 1966

New Orleans . . . The United States Coast Guard Cutter Dallas, second in a series of seven high endurance cutters presently under construction at Avondale Shipyards, was launched at the builder's main yard in New Orleans today.

Sponsor of the 378-foot vessel was Miss Dallas Pell, daughter of Senator and Mrs. Claiborne Pell of Newport, Rhode Island. Miss Pell is a direct descendent of Alexander J. Dallas, sixth Secretary of Treasury and the one for whom the Dallas is named.

Other principals of the launching included the Honorable Claiborne Pell, United States Senator (D) from Rhode Island, as principal speaker; the Honorable True Davis, Assistant Secretary of Treasury; Admiral Willard J. Smith, USCG, Commandant, United States Coast Guard; His Excellency Philip M. Hannan, Archbishop of New Orleans; and Mr. Earle Leonard, Chief Engineer, Avondale Shipyards. Master of Ceremonies for the occasion was Mr. E. W. Dupont, Manager of Avondale's Bayou Black Division.

Current plans call for 34 of the new high endurance cutters to be built by 1975. Each of the twin screw vessels will have a total of 36,000 horsepower available from a combined gas turbine and diesel main propulsion system. Cruising speed of the $10-million vessels will be 20 knots with a top speed of 28 knots.

Each will be equipped with twin thirteen foot diameter controllable pitch propellers, a bow thruster and will be completely air conditioned.

* * *

REMARKS
Honorable True Davis
Assistant Secretary of the Treasury
Launching - USCGC DALLAS
New Orleans, Louisiana
October 1, 1966

Senator Pell, Mr. Carter, Admiral Smith, Admiral Craik, ladies and gentlemen, and particularly our honored sponsor, Miss Dallas Pell.

This beautiful city of New Orleans has a way of making a visitor aware of its history which few cities in the world can share. Of course the important part New Orleans played in the colonial efforts of Spain and France prior to its becoming a part of our nation is unique. However, history has a way of losing its meaning until someone ties it to the present. It is the role which the residents of New Orleans have played, and are playing I might add, in preserving the historical sites of this wonderful city that has resulted in the challenging sense of history which one feels here.

I mention this role of the people of New Orleans because the Coast Guard's practice of naming its principal vessels after outstanding Secretaries of the Treasury seeks to remind its officers and men of the inspiration of the past for the deeds of today because our principal speaker is a man with a strong sense of history which plays an important role in his endeavors as a United States Senator. Senator Pell is the son of a congressman. He served for seven years in the American Foreign Service and in the State Department. He has served as a United States delegate to international maritime conferences. He has been associated with national and international organizations for the relief of refugees. Since entering the Senate in 1960 he has actively worked on legislation concerned history of the nation's oldest seagoing service. This history is a call to greatness for a ship which will serve in fair weather and foul, in peace and war, to save life and defend our nation.

I mention this role of the people of New Orleans so that the charming sponsor of this ship, who is a direct descendant of Secretary Dallas, may better realize the important part she is playing in bringing together history and the ship she is about to name.

And finally, I have spoken of the

with the foreign relations of this country. Senator Pell was born and raised in Newport, Rhode Island, a port steeped in our nation's seafaring experience. It is particularly fitting that he and his gracious family be here today in their respective roles in this ceremony for Senator Pell knows the Coast Guard well. He enlisted in the Coast Guard prior to World War II and rose to the rank of lieutenant prior to his release from active duty. He retained his commission in the Coast Guard Reserve and now holds the rank of captain. Throughout his life he has maintained a close association with the sea which has given him the background to understand that the future importance of the sea to our nation will not be limited to its historic role as an avenue of commerce. Senator Pell was in the vanguard of those who understood that the food and mineral resources of the sea have become a vital necessity to the peoples of the earth. Mindful of the success of the land-grant colleges in the development of agriculture in the United States, Senator Pell sponsored legislation to establish sea-grant colleges. I am confident events will prove this legislation to have been a far-sighted contribution to the science of Oceanology which will show the way to the exploitation of the ocean's resources for the benefit of all.

Ladies and gentlemen, I take great pleasure in presenting to you Senator Claiborne Pell of Rhode Island.

F A C T S H E E T

USCGC DALLAS LAUNCHING 1 OCTOBER 1966

The Coast Guard Cutter DALLAS (WHEC-716) is the second of a class of 34 new High Endurance Cutters which are scheduled to replace the existing fleet by 1975. She is named for Alexander J. Dallas, the sixth Secretary of the Treasury under which department the Coast Guard operates. The CGC HAMILTON (WHEC-715), the first ship of the class was launched by Avondale Shipyards, Inc. on 18 December 1965 and is expected to conduct sea trials in November 1966. Avondale Shipyards, Inc., is also constructing five additional sister ships, scheduled for completion in 1968 and 1969. These ships will be used for long range search and rescue, ocean station patrol, oceanographic research, as communications platforms in peacetime and as part of the Navy during wartime.

The DALLAS and her sister ships are the first major United States ships to have a combined diesel and gas turbine main propulsion plant (CODAG). The twin screw DALLAS will use a total of 7,000 diesel shaft horsepower to make 20 knots, a total of 36,00 gas turbine shaft horsepower to make over 28 knots. The only other combined diesel gas turbine ships in the world are four German Navy ships of the KOLN class and some Danish frigates under construction. The British Navy has the HMS ASHANTI and HMS DEVONSHIRE classes which use steam turbines for cruising and gas turbines with the steam turbines for full power. Rather than controllable pitch propellers, the Royal Navy uses clutches and reverse gears for maneuvering.

Each of the Fairbanks Morse diesels are larger versions of those used on diesel locomotives. Each of the Pratt & Whitney gas turbines is similar to that used for the Boeing 707 jets. To effectively utilize the gas turbines, controllable pitch propellers of 13 foot diameter are installed, another first in this country. Both propellers can be controlled from the machinery control

booth in the engine room, from the pilothouse and from the bridge wings. In addition, a 350 horsepower bow propulsion unit is installed for aid in maneuvering alongside the dock and on rescue missions.

Other novel features are an anti-roll tank to provide a more stable operational platform on North Atlantic and North Pacific weather station patrols, a waste heat evaporator to make use of rejected heat from the diesel generators, a total of 1500 kilowatts of electrical generating capacity and a sewage system designed for later conversion to on board sewage treatment. She also has more extensive aerological, oceanographic, communications and plotting equipment than are installed on any comparable ship in the world.

A closed circuit TV system allows bridge personnel to see what is happening in various portions of the ship and to transmit data visually instead of by phone. All bridge equipment is mounted in consoles for ease of operation and maintenance. The Combat Information Center (CIC) contains Air Search Radar and Surface Search Radar presentations. Both Loran C and Loran A are installed for accurate position keeping. Medium frequency, high frequency and ultra-high frequency direction finders are installed for position finding and for homing on distressed ships and aircraft. Voice communications can be controlled from CIC, the bridge area or from the Radio Room. Extensive facilities are available for voice, teletype and morse code communications. Automatically tuned antenna multicouplers are provided so that four separate transmitters, each on a different frequency, can transmit simultaneously from each of the various wide band antennas.

There are two depthsounders, a shallow one for the pilothouse and a deep one for the chart room. A graphic recorder will provide accurate data keeping for charting the ocean floor. An electronic chronometer system will synchronize all clocks used for navigational and scientific purposes. There is also an electrical manning and status reporting system for urgent conditions.

Oceanographic features include a deep sea oceanographic winch, an electronic bathythermograph winch, a mechanical bathythermograph winch, a bow mounted wave height sensor and oceanographic wet and dry laboratories. Coast Guard oceanographic data from existing weather stations has been of great interest to Oceanographers since the data has been taken from the same areas in the Atlantic and Pacific since 1947. In addition to oceanography, there are balloon facilities for taking upper air observations and facilities for continuously measuring and recording radiation, temperature, humidity and atmospheric pressure. The teletype machines will provide rapid transmission of such data to oceanographic and aerological stations ashore.

The 80 foot flight deck allows operation of large gas turbine powered helicopters. This ship would be very useful in recovery of astronauts because it has search capability and a helicopter capability unmatched by any other ship smaller than a cruiser.

ADDRESS BY SENATOR CLAIBORNE PELL AT THE LAUNCHING OF THE USCGC DALLAS
----OCTOBER 1, 1966

Admiral Smith, members and friends of the Coast Guard, and fellow Americans:

This day has a particularly poignancy and meaning for me. First having many Claiborne forbears and relatives in this city I have always wanted to come to New Orleans, and now to come here on such a joyous occasion is particularly delightful for my family and me.

It was a little over 25 years ago that I enlisted in the Coast Guard as a Seaman 2nd Class and shortly found myself a ships cook. I remember when the Navy took us over and we painted our lovely white ship battleship grey and as a Quartermaster Striker I remember hauling down our vertically striped Coast Guard Commission pennant to haul up the horizontally striped Navy pennant.

I have served in, honored and, yes, loved the Coast Guard ever since. I think it was the quality of the Coast Guard and its concentration on saving lives and law enforcement that first attracted me to her, our oldest sea-going service. And, as I served on North Atlantic Weather Patrol in the DUANE and Offshore Patrol and Convoy duty in the ARGO and CAMPBELL, I came to realize the very real need and utility of our heavy duty cutters. I can recall those heavy North Atlantic storms and seas scattering the convoy far and wide, and for this reason the flag of the convoy escort unit commander often would be flown by our Coast Guard cutter, since our ships were made for heavier seas and were better able to handle the elements than were the destroyers and frigates that served with us.

My pride in being in the Coast Guard is such that I have in my office in front of me the old Coast Guard commission pennant I hauled down on the ARGO and a painting of the cutter CAMPBELL and behind me the Coast Guard Standard.

So, I think you can see how much this day means to me: to be here with my daughter, who is christening this fine new ~~Secondary~~ SECRETARY Class heavy duty cutter. And this joy is even further increased as I realize it is being named after her great-great-great-great grandfather, Alexander James Dallas, the sixth Coast Guard cutter to be so named.

I am very happy to say, too, that my mother, the great-great granddaughter of Secretary Dallas, and my brother, Hugo Koehler, his great-great-great grandson are also with me here today.

I thought it might be of some interest to those who worked so hard to bring this boat into being, those who designed her, those who built her and those who will serve in her, to know a little about Secretary Dallas.

In this connection, too, I am securing and looking forward to presenting to this ship before she is commissioned a copy of Gilbert Stuart's portrait of Dallas now at the Pennsylvania Academy of the Fine Arts. And for those of you who may think there is some relationship between Dallas, Texas, and Secretary Dallas, you are correct in that the Texas city was named for Dallas' son, George M. Dallas, who served as Vice President under President James K. Polk.

Alexander James Dallas was a Scotsman born at Dallas Castle, Jamaica on June 21, 1759. For reasons of health, the family left Jamaica a few years later and returned to Great Britain where young Alexander studied law at the Temple. It was then that he took the step that changes the life of so many of us--marriage. In his case he married a young lady called Arabella Smith. Being an impetuous soul he first fell in love with Arabella when she was 15 years old, a year younger than my daughter, the launcher of this ship. As Arabella later wrote in her own memoirs, "notwithstanding my youth and rusticity, Mr. A. Dallas persuaded me that I was old enough to be beloved, and I in return, discovered that he was very much improved. All this my aunt thought unpardonable. However, after

much entreaty she consented on our parting, to agree to the following condition: That Mr. Dallas should go to Jamaica with his family, procure the consent of my father (who then commanded Fort George on that island), receive his part of the estate, return to England, finish his studies in the Temple and be admitted to the bar. This it was supposed would require three years to accomplish. I should then be past 18, and might be allowed to be his wife."

However, soon after the lovers parted another suitor for Arabella's hand turned up on the scene. Alexander Dallas fortuitously returned at that time to Devon and heard of his rival. He had brought with him a letter from his sister, Mrs. Byron--the aunt of the famous poet, Lord Byron, who helped persuade Arabella to give thought to marrying sooner then had been originally intended. The couple eloped with Mrs. Byron in attendance and then went back to Jamaica. There the young bride became deathly sick because of the miserable climate and the fateful decision was made by the young couple to emigrate to the United States.

This they did, arriving in New York on June 7th, 1783, and ten days later they reached Philadelphia, where Alexander Dallas promptly took the oath of allegiance. He was soon admitted to the local and federal bars and established himself in legal and civic life in Philadelphia.

When they came to Philadelphia, too, the young couple brought with them some furniture and all their possessions they had, including a little wooden dresser that my daughter, Dallas, presently has in her room.

In the ensuing years, Alexander Dallas worked hard in the law preparing an edition of the laws of Pennsylvania. In 1794, as paymaster general, he accompanied the state militia into western Pennsylvania, where the historic Whiskey Rebellion was crushed. In these years, too, Dallas participated in the organization of the original Democratic party--at first denominated, or called, the Republican Party. And, in fact, he and his relative, Alexander Bache, are considered to be the co-founders of today's Democratic Party.

In the passing years Dallas became a desciple of Thomas Jefferson and sought to apply Jeffersonian precepts as he carried out the responsibilities of office, becoming Secretary of the Commonwealth of Pennsylvania at the turn of the century. He continued mingling politics and legal activities until 1814 when he was appointed by President Madison as Secretary of the Treasury. This was a fairly difficult task as the end of the War of 1812 had left the finances of our nation in a tangled condition when Secretary Dallas had to unravel.

For a time, while holding the office of Secretary of the Treasury he also acted as Secretary of War and directed the reduction of the army from a war basis to a peace footing. He retained the Treasury protfolio until November, 1816, when he retired from public life, leaving, incidentally, a surplus in the Treasury of some 20 million dollars.

The Dallas family always had an interest in the sea. Half a dozen of Dallas' children and relatives served as naval officers including his own son and grandson. His sister, as we have seen, was married to Admiral Jack Byron of the British Navy.

Incidentally, the Byrons and Dallas' were family friends and Alexander Dallas' brother, Robert, helped their young nephew, Lord Byron, publish his works. In fact, it was Robert Dallas to whom Byron gave his manuscript of Child Harold.

I hope you will forgive me this little ramble, but what I am striving to do is to bring dimensions, flesh and blood, to the name of this cutter.

My daughter and my whole family consider ourselves immensely honored to be invited to participate in this christening. As the author of the Sea Grant College Bill and having just had a book published on Oceanology, I am particularly pleased to participate in the launching of this new cutter, as it will be one of a new series that is also equipped to participate in Oceanographic research, a

field of consideration increasingly vital to our nation in the years ahead.

All told Secretary Dallas had a much traveled, romantic and successful life. I wish the same for this ship, his namesake.

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United States Coast Guard

NEWS RELEASE

Eighth Coast Guard District
Public Information
Customhouse, New Orleans, 70130

527-6198
527-6287

Release No. 56-67

Date: October 26, 1967
Time of Release: Immediate

NEW ORLEANS, La.,The Cutter Dallas, a new major Coast Guard ship, was commissioned today (Thursday, October 26) in New Orleans.

She is the second of a class of new 378-foot high endurance cutters that will greatly enhance the Coast Guard ability to carry out its duties in maritime safety, marine law enforcement, oceanography and military readiness. She joins the cutter Hamilton as the first high endurance cutters built for Coast Guard since 1946.

A ceremony at the Naval Support Activity docks in New Orleans marks the beginning of Dallas' service. Rear Admiral Ross P. Bullard, USCG, Eighth Coast Guard District commander in New Orleans, directed the Dallas commanding officer to place the vessel in commission. A band from Keesler Air Force Base at Biloxi, Miss., played the National Anthem while the commissioning pennant was hoisted, symbolic of Dallas' status and authority as a commissioned vessel of the United States.

Dallas was built for the Coast Guard by Avondale Shipyards, Inc.,

in New Orleans. Seven sister cutters of Dallas are in various stages of construction at Avondale. Keel for the Dallas was laid in February 1966 and the cutter was launched in October 1966. The vessel cost about $14,500,000 to build and outfit.

Captain Jay P. Dayton, USCG, of Point Breeze Kent, New York is Dallas' first commanding officer. He has 14 officers, 17 chief petty officers and 135 men in his crew. Dallas' homeport is New York City. She departed New Orleans enroute to Guantanamo Bay for underway tests prior to going on to Baltimore and New York.

Dallas carries new Coast Guard hull markings consisting of a broad orange slash and a narrower blue stripe forward on either side of the hull. The legend "Coast Guard" in large black letters is displayed just behind the stripes. The Coast Guard emblem is centered on the broad orange slash.

The Dallas' designers have achieved a balanced versatility and a degree of capability that is a departure from any previous class of Coast Guard vessel. The list of the innovations and equipment is impressive.

The ship has a combined diesel gas turbine propulsion system called "CODAG". Using her twin diesel engines at 20 knots Dallas can cruise 12,000 miles or halfway round the world. Her dual gas turbines, essentially the same jet engines used in some airliners and combat aircraft, develop a total of 36,000 horsepower and will propel the cutter to 29 knots. This relatively new propulsion system is harnessed by twin

13-foot controllable pitch propellors. She has a retractable bow propulsion unit. The effect of the overall system is to give the cutter a high degree of maneuverability including a "crash stop" capability in less than 40 seconds from full speed ahead. She can make quick turns and move nimbly in restricted channels while docking.

At the rear of the cutter just behind the turbine exhaust stacks is an 80-foot helicopter flight deck. Her ability to support large helicopter operations will greatly enhance Dallas' search and rescue ability. Using helicopters she can search a greater area in a shorter time than would be possible for the cutter alone.

To help in the Coast Guard's oceanographic research role Dallas has an oceanographic laboratory aboard. Scientific instruments aboard the cutter will enable her to measure ocean salinity and temperatures at various depths, chart the bottom and do research work while on patrol.

Other features of Dallas' equipment include a closed circuit television system with a bank of four monitors on the bridge. These enable the captain to monitor the surface and aerial plots of the ship's combat information center (CIC) during either a search and rescue case or in combat.

With her advanced CIC and communications center Dallas can also act as a floating "rescue coordination center" controlling other vessels and aircraft in search and rescue missions.

In her mission on ocean station weather patrol Dallas has a wide range of equipment with which to measure air temperatures, winds aloft,

currents and other weather data. This information is transmitted back to the weather bureau where it is used in compiling forecasts and is of particular importance to pilots flying transoceanic air traffic routes.

- USCG -

DALLAS Commissioning Schedule
26 October 1967

Approximate Time	
On Arrival	The Prospective Commanding Officer will meet and escort the Commander, Eighth Coast Guard District from the quarterdeck to the cabin. Other guests will be escorted by officers of the Reception Committee.
0955	Chief MAA will lead the official party from cabin to speaker's platform when the Prospective Executive Officer has reported ready to Prospective Commanding Officer.
1	Prospective Executive Officer has ATTENTION sounded as Prospective Commanding Officer's party comes into sight. Officers and men at Parade Quarters come to attention. Official party proceeds to platform.
	Prospective Executive Officer orders DALLAS Detail - PARADE REST.
1000	The Prospective Commanding Officer introduces Mr. H. Z. CARTER, President of Avondale Shipyards, Incorporated, who makes appropriate remarks relative to ship having been delivered to the Coast Guard.
1005	The Prospective Commanding Officer introduces Rear Admiral Ross P. BULLARD, Commander, Eighth Coast Guard District. Rear Admiral BULLARD announces "Chaplain John M. DANIELSEN, Eighth Naval District Chaplain will offer the invocation".
	The Prospective Executive Officer orders DALLAS Detail - ATTENTION - UNCOVER - TWO, and states "All guests are requested to rise".
	Invocation by Chaplain DANIELSEN.
1010	The Prospective Executive Officer orders, DALLAS Detail - COVER - TWO and states "All guests may be seated."
1011	Rear Admiral BULLARD reads the commissioning directive and directs the Prospective Commanding Officer to place the ship in commission.
1014	The Prospective Commanding Officer salutes and replies: "Aye, aye, Sir" and orders "Place the ship in commission".
	The Prospective Executive Officer salutes and replies, "Aye, aye, Sir" and issues orders as follows:
	TO CREW: DALLAS Detail - RIGHT and LEFT - FACE
	TO GUESTS: "All guests are requested to rise and face the colors aft."
	TO CREW: DALLAS Detail - HAND - SALUTE (Honor Guard will PRESENT ARMS)
	TO BAND: SOUND OFF. The band plays the National Anthem. The Ensign, Coast Guard Ensign, Jack and Commissioning Pennant are hoisted together at first note of Anthem.

DALLAS Commissioning Schedule

Approximate Time	
	After playing of the Anthem, the Prospective Executive Officer orders DALLAS Detail - TWO.
1019	The Prospective Executive Officer will then order: DALLAS Detail - RIGHT and LEFT - FACE. PARADE REST. "All guests may be seated."
	The Prospective Commanding Officer reads his orders.
1023	The Commanding Officer reports to Commander, Eighth Coast Guard District "Sir, the USCGC DALLAS is now in commission and I have assumed command." (Turns and salutes the Commander, Eighth Coast Guard District). After salute is returned, orders the Executive Officer; "Break the Flag of the Commander, Eighth Coast Guard District."
1024	The Executive Officer salutes and answers, "Aye, aye, Sir" and orders SHIP's COMPANY - ATTENTION and "Guests are requested to rise" and then "Break the Flag of the Commander, Eighth Coast Guard District." He then orders, "SOUND OFF".
	The Guard and Band render honors to the Commander, Eighth Coast Guard District, two ruffles and flourishes and the Admiral's March. The Admiral's Flag is broken at the Foretruck at the first note.
	All military personnel not in ranks will come to hand salute on the first note of the music. (Ship's Officers will salute.)
1029	Bugler sounds two blasts upon completion of the Admiral's March. Salute is terminated on second blast. The Executive Officer orders SHIP'S COMPANY - PARADE - REST. "Guests may be seated".
1035	The Commanding Officer orders, "Set the Watch."
	The Executive Officer salutes and replies: "Aye, aye, Sir" and orders the Navigator: "Navigator, take the first watch as Officer of the Deck", and hands the Officer of the Deck Long Glass to the Navigator, who salutes and replies, "Aye, aye, Sir" and proceeds to the First Section.
1031	When the Navigator has arrived at the First Section, the Executive Officer orders the Ship's Boatswain: "Pass the word: Set the Watch, on deck, First Section". The ship's Boatswain pipes and then passes the word, "Set the watch, on deck, First Section." The Navigator then proceeds to post the watch, marches off the Deck Watch, First Section. (Tour Detail also)
1035	Remarks by Commander, Eighth Coast Guard District.
1039	Remarks by Commanding Officer.
1041	Commanding Officer announces that Chaplain DANIELSEN will pronounce the benediction.

DALLAS Commissioning Schedule

Approximate Time	
	Executive Officer orders, SHIP'S COMPANY - ATTENTION. UNCOVER - TWO, and will state "All guests are requested to rise."
1042	Benediction by Chaplain DANIELSEN.
1045	Executive Officer orders, SHIP'S COMPANY - COVER - TWO, PARADE - REST and states "All guests may be seated".
1046	Commanding Officer then directs the Executive Officer: "Secure from Parade Quarters."
1047	The official party leaves the speaker's stand and proceeds to the cabin led by the Chief MAA. Those parties accompanying the platform guests, escorted by officers of the Reception Committee, will follow immediately.
1052	Guard is marched to the Quarterdeck.
1057	When the official parties and guard are clear of the flight deck, the Executive Officer will state, "Refreshments will be served in the balloon shelter. Guests will please leave the ship from the flight deck.".
	When the flight deck is sufficiently clear, the Executive Officer will direct the bugler to sound "SECURE" and will order "All hands leave your quarters."
1130	Upon departure, Commander, Eighth Coast Guard District will inspect the Guard. Side Honors. Rear Admiral BULLARD's Flag is lowered.

NAVY NEWS AND COMMENT

An Electronic Marvel

Coast Guard Cutter Dallas Is Second Of 34 New High Endurance Ships

The Coast Guard Cutter DALLAS (WHEC 716) is the second of a class of 34 new High Endurance Cutters which are scheduled to replace the existing fleet by 1975. She is named for Alexander J. Dallas, the sixth Secretary of the Treasury. Launched on 1 October 1966, this 378-foot cutter is used for long range search and rescue, ocean station patrol, oceanographic research, as a communications platform in peacetime and as part of the Navy during wartime.

The DALLAS has extended cruising range making her especially fitted for search and rescue operations in mid-ocean. Her 80-foot flight deck has been specially designed to accommodate the large gas-turbine helicopters which the Coast Guard operates. Helicopters on search and rescue missions or on anti-submarine warfare operations are able to land on her deck for refueling and for detailed briefing of pilots. The cutter's special search capability, speed, and high maneuverability, unmatched by any ship smaller than a cruiser, are ideally suited for the recovery of astronauts following the completion of missions in outer space.

Closed-Circuit TV

The DALLAS and future vessels of her class are being equipped with closed-circuit TV systems. This installation gives the commanding officer firsthand knowledge of activities which cannot be personally observed. This includes flight deck operations, machinery conditions, towing, damage control, and related activities.

The bridge is equipped with the most advanced airsearch and surface search radar. Both Loran A and Loran C (*L*ong *R*ange *A*id to *N*avigation) are installed for highly definitive position keeping and navigation. Medium frequency, high frequency and ultrahigh frequency direction finders are installed for position finding and for homing on distressed ships and aircraft.

The DALLAS is manned by 15 officers and 137 enlisted men. In addition she has accommodations to carry Coast Guard oceanographic scientists and civilian meteorologists.

The DALLAS' main propulsion plant is the largest combined diesel or gas-turbine unit ever installed in an American vessel. Each of the twin shafts has its own propulsion unit consisting of diesel and gas-turbine engines.

36,000 HP—28 Knots

The gas-turbine engines are similar to the Pratt and Whitney turbojet engines which power Boeing 707 jetliners. The gas-turbines, capable of producing 36,000 shaft horsepower, provide a maximum speed of 28 knots. The diesel engines, capable of producing 7,000 shaft horsepower, can be used at speeds up to 20 knots.

The DALLAS' cruising range is 10,000 miles at 20 knots, or approximately the distance from New York to Melbourne, Australia, via the Panama Canal.

The DALLAS has two controllable pitch propellers measuring 13 feet in diameter, the largest on any American vessel. The propellers' pitch can be increased, decreased, or reversed as circumstances warrant. Another novel feature is a retractable bow propeller, rotatable through 360 degrees. The 350-horsepower bow propulsion unit provides a high degree of maneuverability in restricted waters. This feature also increases the effectiveness of the DALLAS in search and rescue, anti-submarine warfare, and in oceanographic work in rough water in which careful maneuvering is often required to avoid damaging expensive scientific equipment.

Adm. Waesche Presents Unit Citation to ORTUPS (O) 02-82130

Admiral Russell Waesche, USCG, formerly Chief, Office of Reserves at Coast Guard Headquarters and now Commander, Second Coast Guard District, presented ROA's Unit Citation Award to the Commanding Officer of ORTUPS (O) 02-82130.

This award was presented to the unit for the seventh consecutive time. This distinction is unique and we congratulate all of the officers in this fine unit.

Reserves Did It Again

Release of two mobilized Navy Reserve Seabee Battalions to join the six Naval Air Reserve Squadrons released earlier writes another chapter and an important one "to the proud history of our Navy's backup fleet," the Navy Times writes editorially. Entitled "The Reserves Did it Again," the editorial recites the number of Navy reserves who served on active duty in each military crisis from World War I through the Pueblo incident. More than 100,000 Naval Reservists are serving with the fleet at present, it says.

The small 1968 mobilization may well have been one of the most important in history as far as the Naval Reserve is concerned, the editorial says. This is because the Navy learned that a "truly responsive Reserve MUST have modern fleet-type equipment and MUST have up-to-date training methods and mobilization machinery."

COMMISSIONER HALBERG, CAPTAIN DAYTON, LADIES AND GENTLEMEN:

FOR A COAST GUARD OFFICER THERE IS NO HAPPIER OCCASION THAN THE WELCOMING OF A BRAND NEW VESSEL. TODAY, WITH THE ADDITION OF THE NEWEST DALLAS AND THE NEWEST CUTTER TO THE THIRD COAST GUARD DISTRICT, WE ARE MAINTAINING A STEADY LINE OF GROWTH IN OUR FLEET MODERNIZATION PROGRAM.

THIS, THE SIXTH DALLAS TO BEAR THE NAME OF OUR COUNTRY'S SIXTH SECRETARY OF THE TREASURY, ALEXANDER J. DALLAS, IS VERY MUCH IMPROVED OVER HER PREDECESSORS. THE ORIGINAL DALLAS WAS COMMISSIONED IN 1816. ONE HUNDRED AND FIFTY YEARS AFTER THE FIRST DALLAS WAS COMMISSIONED, THE KEEL WAS LAID FOR THIS, THE NEWEST DALLAS. SHE WAS COMMISSIONED ON OCTOBER 26 OF THIS YEAR.

CAPTAIN DAYTON, I CONGRATULATE YOU ON YOUR NEW COMMAND AND I WELCOME YOU, YOUR OFFICERS AND YOUR MEN, TO EASTERN AREA AND THE THIRD COAST GUARD DISTRICT.

AS THE SECOND HIGH ENDURANCE CUTTER TO JOIN THE COAST GUARD FLEET, THE DALLAS, LIKE ITS SISTER SHIP THE HAMILTON, EXEMPLIFIES OUR DETERMINATION TO BUILD A FLEET EMBODYING THE LATEST CONCEPTS IN SHIP DESIGN AND OPERATION. AS YOU WELL KNOW, SEARCH AND RESCUE PLAYS A PROMINENT ROLE IN THE TOTAL COAST GUARD MISSION. THE DALLAS, WITH HER CAPABILITY OF ACCOMMODATING HELICOPTERS, IS A SIGNIFICANT ADDITION TO OUR SAR TEAM.

WITH HER ADVANCED CIC AND COMMUNICATIONS CENTER, DALLAS CAN ALSO SERVE AS A FLOATING "RESCUE COORDINATION CENTER", CONTROLLING OTHER VESSELS AND AIRCRAFT DURING A DISASTER.

FROM HER HOME PORT HERE, DALLAS WILL SERVE AS AN OCEAN STATION VESSEL AND A SEARCH AND RESCUE VESSEL. SHE WILL PERFORM RESEARCH IN OCEANOGRAPHY AND AT ALL TIMES REMAIN READY FOR THE MILITARY RESPONSIBILITIES THAT HER NATION MAY REQUIRE. THE CITY OF NEW YORK WILL BE CLOSELY IDENTIFIED WITH THIS NEW SHIP; WE KNOW THAT SHE WILL SERVE YOU WELL.

I KNOW THAT I SPEAK FOR ALL MEMBERS OF THE COAST GUARD'S EASTERN AREA AND THIRD COAST GUARD DISTRICT WHEN I SAY THAT WE LOOK FORWARD TO HAVING THE DALLAS WITH US. TO CAPTAIN DAYTON AND HIS CREW WHO SAIL THE DALLAS, I WISH GOD'S BLESSING ON EVERY MISSION.

OUR NEXT SPEAKER, REPRESENTING THE CITY OF NEW YORK, IS A MAN SINGULARLY APPROPRIATE TO THE OCCASION. THE COMMISSIONER OF MARINE AND AVIATION FOR THE CITY OF NEW YORK HAS LONG BEEN ASSOCIATED WITH MARITIME AFFAIRS. HE HOLDS A LAW DEGREE FROM THE COLUMBIA UNIVERSITY SCHOOL OF LAW, AND PRACTICED MARITIME LAW PRIOR TO ENTERING GOVERNMENT SERVICE. HE SERVES ON MANY PORT COMMITTEES, PROMOTING THE COMMERCE AND INDUSTRY OF NEW YORK AND OTHER ATLANTIC SEAPORTS, AND IS A MEMBER OF THE ADVISORY COMMITTEE OF THE NATIONAL RIVERS AND HARBORS CONGRESS.

HE WAS APPOINTED COMMISSIONER OF MARINE AND AVIATION BY THE MAYOR ON DECEMBER 5TH 1966.

THE HONORABLE HERBERT B. HALBERG.

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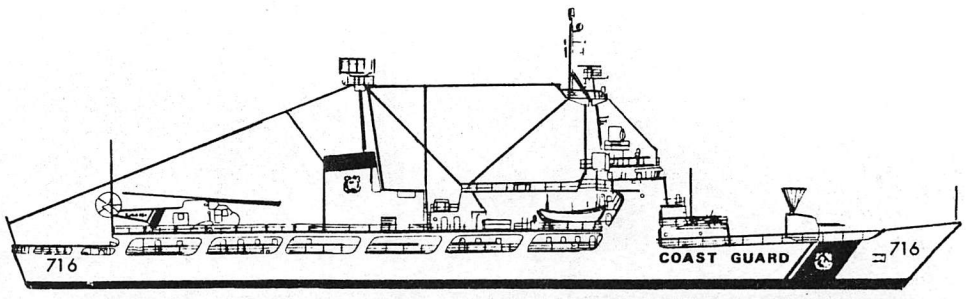
FT1 C. D. Phillips
EN2 L. E. Roth
EN3 G. A. Roy
BM3 E. R. Seagraves
EN3 J. A. Tinsman, III
BM3AN J. B. Trusa
CS3 T. E. Vient
RD3 L. R. Walker
ETN2 R. L. Watson
AG3 K. J. Weinbrecht
YN1 G. J. Whiting
ET2 G. F. Yates
SK3 J. J. Zebrowski

FNEM S. L. Robichaux
SA M. E. Rose
SA G. L. Rowland
SA C. L. Ruston
FN G. A. Segovis, Jr.
SA D. G. Shields
SNGM J. T. Shoptaugh
SA R. A. Shook
FA D. C. Shupp
TN E. C. Simbulan
SNCS W. H. Smith
SA P. A. Sowinski
FA B. D. Stewart
FNEM B. G. Sullivan
SA S. A. Thompson, Jr.
FA J. R. Tucker
SA J. B. Van Etten

UNITED STATES COAST GUARD CUTTER

DALLAS

WHEC-716



Commissioning

Thursday, 26 October 1967

NEW ORLEANS, LOUISIANA

USCGC DALLAS (WHEC-716)

The USCGC DALLAS (WHEC-716) is named for the sixth Secretary of the Treasury, Alexander J. Dallas, who served under President Madison from 1814-1816. She was built by Avondale Shipyards, Incorporated, Avondale, La. Her keel was laid on 7 February 1966 and later launched on 1 October 1966. The sponsor was Miss Dallas Pell, daughter of Senator and Mrs. Pell (D-Rhode Island). The new DALLAS is the sixth ship in Coast Guard history to bear the name.

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

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

An iron-steamer, 160 feet in length and commissioned in April 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 and in 1898 was ordered to act in concert with military authorities in the defense of Boston Harbor.

The fifth DALLAS began her commissioned service in 1925. She served in Boston, Massachusetts, Pascagoula, Mississippi, and Sault Ste. Marie, Michigan. She was decommissioned on January 30, 1936 and later that year transferred to the Navy.

REAR ADMIRAL ROSS P. BULLARD, USCG

A graduate of the Coast Guard Academy in 1939, Rear Admiral Ross P. BULLARD served aboard the CGC SPENCER during most of World War II. After serving in the Demobilization Division of CG Headquarters, Washington he assumed command of the tenders BALSAM and KLAMATH and later the CASCO. He has served as Commander, International Ice Patrol, Captain of the Port, New York, Group Commander, New York, and as Chief of Operations Division 12th Coast Guard District where he was appointed to the rank of Rear Admiral. On 1 July 1967 Admiral Bullard assumed the rank of Rear Admiral and with it command of the Eighth Coast Guard District.

CAPTAIN JAY P. DAYTON, USCG

CAPTAIN DAYTON began his Coast Guard career when he enlisted in 1942. A member of the Class of 1939 at the Naval Academy, he was appointed ENSIGN, USCGR in 1943 and was commissioned in the regular establishment in 1949. Captain Dayton has served in OCTORARA, ARROWWOOD, OSSIPPEE, LST 19, MACKINAW, MACKINAC, HALF MOON, TAMAROA and COOK INLET. He has served as Assistant Chief, Naval Mission to Haiti and as a member of the staff of Commander, Fleet Training Group, Guantanamo Bay, Cuba. In 1962, 12 years after serving as her Executive Officer, he returned to command HALF MOON.

As Assistant Chief, Enlisted Personnel Division, Captain Dayton was serving a second tour at Coast Guard Headquarters when he became the Prospective Commanding Officer of the cutter DALLAS in July 1967.

Program

SELECTED MUSIC
Keesler Air Force Base Band

—O—

REMARKS
Mr. H. Z. Carter, President
Avondale Shipyards, Incorporated

—O—

INVOCATION
Captain John M. Danielsen, CHC, USN
Chaplain, Eighth Naval District

—O—

COMMISSIONING DIRECTIVE
Rear Admiral Ross P. Bullard, USCG
Commander
Eighth Coast Guard District

—O—

PERSONAL FLAG OF REAR ADMIRAL BULLARD IS BROKEN
Ruffles and Flourishes, Admiral's March

—O—

ADDRESS
Rear Admiral Ross P. Bullard, USCG
Commander
Eighth Coast Guard District

—O—

REMARKS
Captain Jay P. Dayton, USCG
Commanding Officer
USCGC DALLAS

—O—

BENEDICTION
Captain John M. Danielson, CHC, USN

—O—

SELECTED MUSIC

—O—

Guests are invited to inspect Cutter DALLAS following the commissioning ceremony

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1 July 1967
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DALLAS CREW

OFFICERS

CAPT Jay P. DAYTON ..... Commanding Officer
CDR J. R. KELLY ..... Executive Officer
LCDR R. N. ABRAHAMS ..... Engineer Officer
LCDR W. P. LEAHY, Jr. ..... Operations Officer
LTJG P. G. ROGERS ..... Electronic Material Officer
LTJG R. F. JOHNSON ..... Damage Control Officer
ENS R. W. WRIGHT ..... Anti-Submarine Warfare Officer
ENS G. J. SEPEL ..... Gunnery Officer
ENS R. E. WHITE, III ..... Exchange Officer
ENS J. D. KEENAN ..... Communications Officer
ENS W. B. CLDW ..... Assistant Engineer Officer
CHBOSN W-3 K. W. CAPEL ..... First Lieutenant
CHRELE W-2 W. D. HUTCHINS ..... Assistant Electronic Material Officer
CHSPCK W-2 B. F. KENNEDY ..... Supply Officer
CHMACH W-2 L. E. OLIVER ..... Assistant Engineer Officer

CHIEF PETTY OFFICERS

EMCM D. L. Gillard, Chief of the Ship

HMCPAV E. W. Brown	BMCS W. D. Logue	RMCP W. G. Schweikert, Jr.
GMC J. E. Conner	SOC T. J. Lowe, Jr.	YNCPCR A. F. Smith
DCCPDG F. A. Drabel, Jr.	CSCP D. E. Nelson	SKCP D. B. Sterling
ENCP J. C. Fraschetti	ENC C. L. Portee	QMC C. H. Thompson
ETCS E. F. Huntley	ENCP R. D. Rebele	RDCP R. J. Williams

PETTY OFFICERS

SK1 W. T. Bell	RD3 H. F. Frantz	SD1 F. (n) Lowman	FT1 C. D. Phillips
SD2 E. C. Bersola	EN1 G. E. Gatton	YN3 J. J. Malaby	EN2 L. E. Roth
DC3 Louis P. Bower	QM3 W. H. Gibson, III	RM1 L. L. Marin, Jr.	EN3 G. A. Roy
EM1 J. J. Brennan	RD3 R. W. Gilbert	GM1DG E. W. Maytan	BM3 E. R. Seagraves
BM3AN R. A. Brown	RM2 D. G. Hebert	ET2 J. P. McHugh	EN3 J. A. Tinsman, III
CS3 W. M. Byers	TT2 B. E. Henfey	FT3 R. P. Meader	BM3AN J. B. Trusa
ETN3 K. A. Carver	SO3 C. H. Hewitt	BM1AN1 H. R. Melton	CS3 T. E. Vient
EN1 H. O. Choquette	CS2 P. F. Hummel	RM2 J. (n) Miller, Jr.	RD3 L. R. Walker
EM1 T. N. Comer	CS2 S. W. Jarvis	EN2 R. L. Morris	ETN2 R. L. Watson
BT1 D. N. Day	QM2 J. F. Johnson	SO3 E. J. Moss	AG3 K. J. Weinbrecht
SO1 H. L. Durfee	BM3 T. C. Karaszewski	FT3 J. B. Murphy	YN1 G. J. Whiting
SD3 R. T. Estrada	SK2 R. E. Lee	EN3AN R. S. Neuciler	ET2 G. F. Yates
EN1 W. M. Fordham, Jr.	DC3DG F. J. Lewczak	QM1 J. A. Partyka	SK3 J. J. Zebrowski
EN1 W. R. Floyd	FT3 L. F. Loew	SD3 Narciso B. Perez	

NON-RATED ATTACHED

TN A. E. Asis	FA L. (n) Franzino	SA T. J. Larkins	FNEM S. L. Robichaux
SA L. D. Aungst	SA T. A. Friedlein	SA J. H. MacQueen	SA M. E. Rose
SN E. H. Bart	SA T. W. Goldsmith	TNSD T. M. Malamug	SA G. L. Rowland
SA K. E. Batista	FN M. A. Gritzke	SNSO H. R. Mandel	SA C. L. Ruston
SA J. C. Billadeau	SA J. M. Hall	TN A. A. Mangune	FN G. A. Segovis, Jr.
FA D. C. Boice	SNRM D. J. Hallfors	SA T. J. McCarthy	SA D. G. Shields
SA R. J. Bourgault	FN D. L. Hardee	FA F. X. H. C. Merli	SNGM J. T. Shoptaugh
SNGM K. M. Burrows	FNEN M. W. Harris	SA P. S. Merritt	SA R. A. Shook
TN G. R. Cabiles	SA M. P. Hoey	SNRM J. L. Mucci	FA D. C. Shupp
SA M. J. Carnes	SA Nathan C. Holmes	SA P. T. Murnane	TN E. C. Simbulan
FA W. O. Collins	SA Dennis W. Iaquinta	SA D. J. Nelson	SNCS W. H. Smith
FA J. F. Conley	SNRM R. L. Jones	FA J. C. Parks	SA P. A. Sowinski
TN F. M. Coloma	FA C. J. Kardos, III	FA R. L. Parker	FA B. D. Stewart
FA R. H. Crouse	SA R. J. Krulicki, Jr.	SA E. A. Pellett	FNEM B. G. Sullivan
SA J. T. Eastby	FA T. R. Kuhn, Jr.	SA J. S. Pinkocze	SA S. A. Thompson, Jr.
SA J. B. Fattz, Jr.	FNEN G. W. Lackey	SA W. B. Plunkett, III	FA J. R. Tucker
SA R. W. Fish	SA J. J. Lackovic	SNET J. T. Powell, Jr.	SA J. B. Van Etten
		SA W. F. Wolfe	