

NEWS



PUBLIC INFORMATION DIVISION
Treasury Department
U.S. Coast Guard Headquarters
Washington 25, D.C.
Phone: WOrth 4-2993

Release No. 7-64

Date 16 January 1964
Time of Release

IMMEDIATE

COAST GUARD AWARDS 10 MILLION DOLLAR CONTRACT

WASHINGTON, D. C., Jan. 16--Coast Guard plans for fleet modernization took a big step forward today with the award of a 10 million dollar contract to the Avondale Shipyards, Inc. of Harvey, La., for the construction of its first 350 foot, high endurance cutter. The longest ship ever built by the Coast Guard, the new cutter will be the first of 38 major ships to be built over the next decade as replacements for aging units.

Highly advanced in design, the new ship will be powered by gas turbines and diesel engines. The diesels will be used for cruising speeds up to 20 knots. When more speed is required for search and rescue and other missions, the gas turbines will provide a maximum speed of 29 knots.

Complete pilot house control, variable pitch propellers, and a bow thruster will make the new cutter the most maneuverable ship of its size.

When commissioned, the vessel will be manned by 15 officers and 150 enlisted men. It will carry the most modern equipment to perform its peacetime duties of search and rescue, law enforcement, oceanography, military preparedness, and ocean station patrol. Some of its planned features include a synoptic data computer system, a helicopter deck, oceanographic labs, and a closed circuit television system.

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USCGC HAMILTON (WHEC-715)

Built: By Avondale Shipyards, Inc., New Orleans, La.

Cost: \$14,5000,000.00

Launched: December 18, 196⁵, christened under sponsorship of Mrs. Henry H. Fowler, wife of the Secretary of the Treasury.

Commissioned: March 18, 1967

Class: First built of a new high endurance class of 378 ft.

Name: Named after the first Secretary of the Treasury, Alexander Hamilton.

Length (o.a.): 378 feet

Beam: 42 feet

Draft: 20 feet

Flight Deck Space: 74' 8" x 31' 4"

Displacement: 3,050 tons

Propulsion: CODAG (combined diesel and gas turbine system)

Screws: 2 - 13-ft. controlllable pitch propellers

Shaft H. P.: 36,000 - gas turbine
7,000 - diesel

Max. Speed: 20 kts. - diesel power
29 kts. - gas turbine power

Homeport: Boston, Mass.

Complement: 15 officers, 137 men

First C.O.: CAPT William F. Adams, USCG

Other features: Retractable bow propulsion unit - 350 H.P.
80-ft. flight deck
Oceanographic Laboratory
Closed circuit TV system - four monitors located on bridge.
New Coast Guard hull marking of broad orange slash with narrow blue border on both sides of bow; Coast Guard emblem on slash and also on stack.

FROM

AVONDALE SHIPYARDS, INC.

NEW ORLEANS

FOR IMMEDIATE RELEASE (1/4/65-New Orleans):

The Keel of the United States Coast Guard's new high endurance cutter, CGC HAMILTON, was laid at the Main Yard of Avondale Shipyards this morning.

Participating in the brief ceremony which signified commencement of construction of the \$10-million vessel, were Rear Admiral James D. Craik, USCG, Commander, 8th. Coast Guard District; members of the 8th. Coast Guard District Staff; and representatives of the Resident Inspector's staff at Avondale.

The ³⁷⁸~~350~~-ft. diesel-gas turbine powered high endurance cutter is the first vessel to serve as a prototype for construction of a total of 38 such ships, over the next decade, as replacement for the United States Coast Guard's aging fleet.

With a 378-ft. overall length, and of 350-ft. length at the water line, the CGC HAMILTON, will be the longest ship ever built for the United States Coast Guard.

Other characteristics of the new all welded steel hull cutter include a beam of 42-ft., draft 13-ft. 6 in., and a displacement of 2,750 tons. The propulsion machinery of about 36,000 horsepower will be only half the weight of that used in the Service's present large 6,000 horsepower vessels. The propulsion system consists of a combination of one each diesel and gas turbine shafts. During normal operation diesel power will be provided for cruising speeds up to 20 knots. For greater speed requirements, to a maximum of 29 knots, the gas turbine engine alone will be utilized.

The CGC Hamilton will employ complete pilot house control, two controllable pitch propellers, and a bow thruster, making the new ship one of the most maneuverable of its size ever constructed.

When commissioned the new vessel will be manned by a complement of 15 officers and 135 enlisted men. It will carry the most modern equipment obtainable to perform the peacetime duties of search and rescue, law enforcement, oceanography, military preparedness and ocean station patrol. The design features include a helicopter flight deck at the fore of which are twin exhaust stacks joined at the top with a bar to support electronics antenna. She will be equipped with communications facilities of more modern and greater capacity than presently in use, a synoptic data computer system, a closed circuit television system, a completely equipped oceanographic laboratory, and modern instruments for gathering weather data. Her rescue equipment will include diesel powered motor lifeboats.

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news

FROM

AVONDALE SHIPYARDS, INC.

NEW ORLEANS

Retyped 12/20/65
For Immediate Release--December 18, 1965

New Orleans--In a unique ceremony at Avondale Shipyards today, two major ships, one a high endurance cutter for the United States Coast Guard and the other a highly automated cargoliner for Lykes Bros. Steamship Company, were launched within the same hour.

The first vessel to be waterborne was the 378-foot United States Coast Guard Cutter Hamilton, the first high endurance cutter to be built by the Coast Guard in the past 20 years and the first of a series of four presently being constructed by Avondale. Long range plans of the United States Coast Guard are for construction of 34 of these cutters to replace the existing Fleet by 1975.

The twin screw Hamilton will be the first major United States ship to employ a combined diesel and gas turbine main propulsion plant. With a total of 7,000 diesel shaft horsepower she is capable of a speed of 20 knots and with a total of 36,000 gas turbine shaft horsepower she can exceed 28 knots.

Each of the Fairbanks Morse diesels are larger versions of those used on diesel locomotives while each of the Pratt & Whitney gas turbines are similar to those

-more-

used in the aircraft industry for the Boeing 707 jets. To effectively utilize the gas turbines, 13 foot diameter controllable pitch propellers, built by Avondale's Harvey Division for Propulsion Systems, Inc., are installed. *The power package, consisting of the turbines and propellers, were purchased by the builder through Propulsion Systems, Inc.*

Other unique features are an anti-roll tank to provide a more stable platform on North Atlantic and North Pacific weather station patrols, a 350 horsepower bow thruster unit mounted in the bow of the vessel to aid in maneuvering alongside the dock and on rescue missions, a waste heat evaporator to make use of rejected heat from the diesel generators and numerous other innovations. She will also have more extensive aerological, oceanographic, communications and plotting equipment than are installed on any comparable ship in the world.

The second ship to be launched was the Stella Lykes, one of a series of twelve highly automated cargo transport vessels being built by Avondale for Lykes Bros. Steamship Co., Inc. at a total cost of \$145,000,000. The first of this series, the nation's most highly automated ship, has already joined the Lykes Fleet and the second, the S/S Elizabeth Lykes, is scheduled to join the Fleet in January.

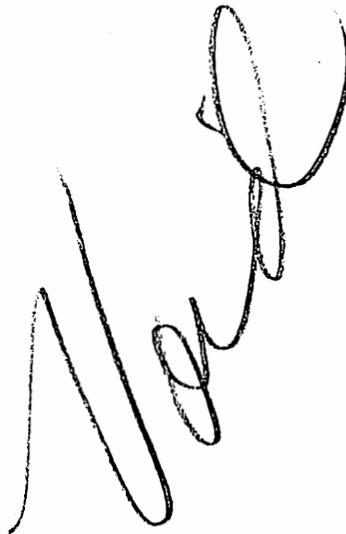
The Stella Lykes has a length of 540 feet, a deadweight of 14,000 tons and is capable of a speed in excess of 20 knots. Completely air conditioned she is designed for operation along the Lykes trade route to the Far East. She is one of 50 new ships being built by Lykes as a replacement Fleet at a total cost of more than a half billion dollars.

Christening the Hamilton was Mrs. Henry H. Fowler, wife of the Honorable Henry H. Fowler, Secretary of the Treasury. Sponsoring the Stella Lykes was Miss Susan Wall

Lykes, daughter of Lykes Director and Mrs. Charles P. Lykes.

Other principals of the launching included the Honorable Russell B. Long, U. S. Senate (D), as principal speaker; the Honorable Henry H. Fowler, Secretary of the Treasury, Washington, D. C.; Mr. Henry Zac Carter, President, Avondale Shipyards; Mr. Frank Nemec, President, Lykes Bros. Steamship Co., Inc.; and Admiral Edwin J. Roland, USCG, Commandant, United States Coast Guard.

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A large, stylized handwritten signature in black ink, appearing to be 'Nemec', written over the four hash symbols.

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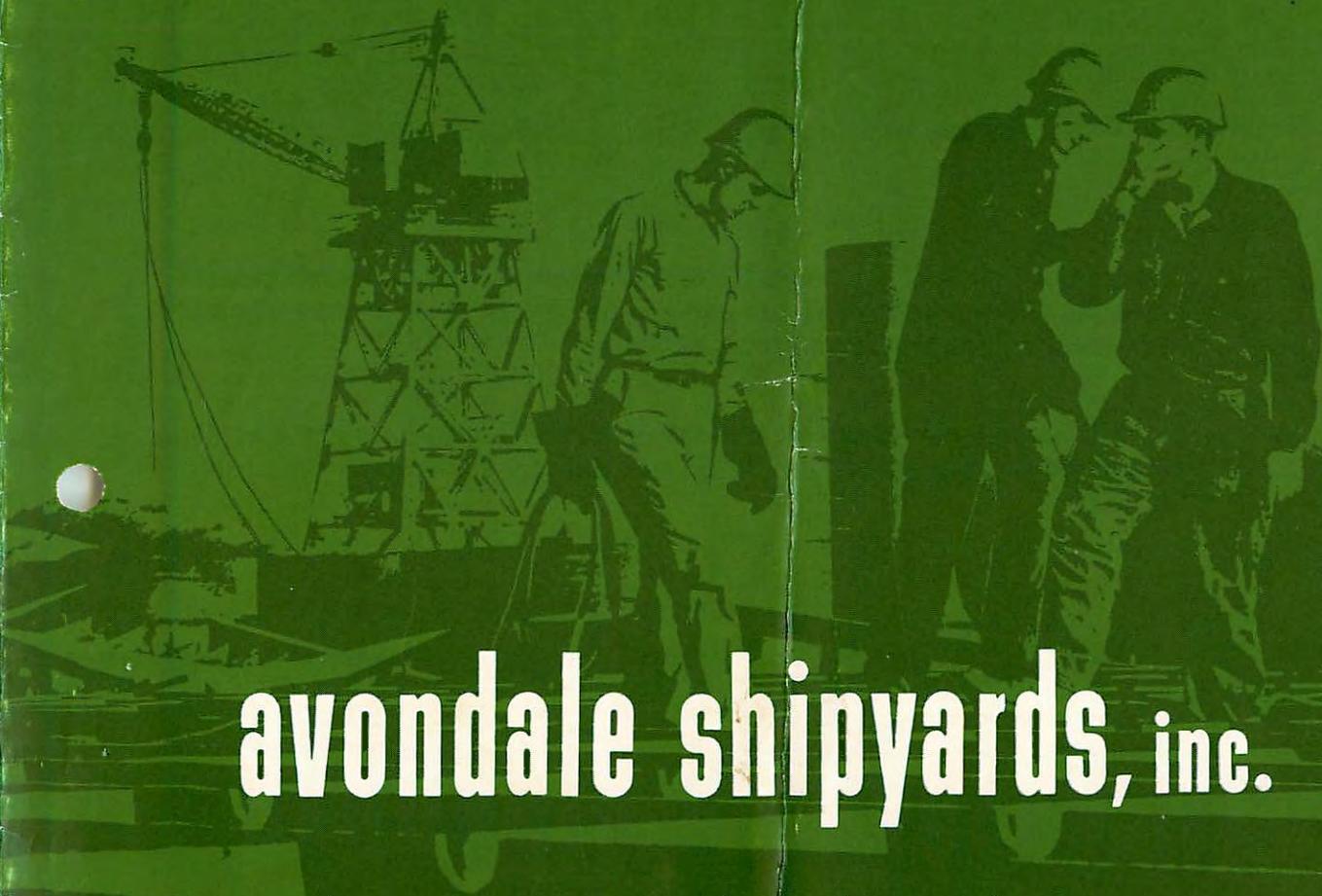
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avondale shipyards, inc.

LAUNCHING PROGRAM

USCG HAMILTON [WPG-715] S/S STELLA LYKES DEC. 18, 1965

The United States Coast Guard Cutter Hamilton, one of four such vessels presently under construction at Avondale Shipyards, is the first new cutter to be built for the Coast Guard in 20 years.

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The S/S Stella Lykes is one of a series of twelve Gulf Clipper Class highly automated cargoliners to be built by Avondale for Lykes Bros. Steamship Co., Inc.

LAUNCHING CE

USCG HAMILTON (WPG-715)
United States Coast Guard

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SEMPER PAR

CHRISTENING S/S STELLA LYKES..M

ANCHORS A

Launching ceremony to be held at the Main Yard of Avondale Shipyards promptly at 10:00 a.m. on Saturday, December 18th. Guests will enter the Main Gate about 9:30 a.m. and be directed by the guard to Mr. Carter's office. Parking will be provided for automobiles as well as for two busses which will be conveying principals to the launching. The general public, including student groups, will park at the downriver parking lot opposite the shipyard and in close proximity to the launching site. This latter area will be clearly marked.

One bus will leave the St. Louis Street entrance of the Royal Orleans Hotel at 9:00 a.m. and another from the Common Street entrance of the Sheridan Charles Hotel at the same time. The busses will return to these same locations directly after the launching.

Guests and principals will leave Mr. Carter's office at 9:50 a.m. and board the special launching train. Principals will enter car number 3 and all other guests will board cars number 1, 2, 4 and 5. The train will then depart for the launching site of the U.S.C.G. cutter Hamilton and the principals in car number 3 will disembark and take their places on the launching platform. All other guest will remain aboard the train.

Once the principals have been seated on the platform the train will move forward to allow the guests a proper view of the launching. The safety and security personnel will make certain that the track is clear and that there is no danger to the spectators.

The cutter launching platform will accomodate some 50 persons plus the necessary photographers and representatives of the press. The public address system will be beamed so that the ceremony is clearly audible to all of the spectators. In addition, microphone receptacles will be provided for the organ and for the vocalist and will be tied into the public address system. The organ itself will be installed at the aft end of car number 3.

The platform will be dressed with appropriate bunting and the following flags will be displayed on individual staffs: (1) National Ensign, (2) U. S. Coast Guard, (3) Avondale House Flag, (4) Flag of the Secretary of the Treasury and (5) Flag of Admiral Roland. In addition, the personal flag of the Secretary will be raised on the main flag mast adjacent to the Administration Building.

Prior to the ceremony all necessary photographs will be taken on the platform with the exception of the action shots which will be taken during the program.

The cutter program will be as follows:

National Anthem -----	Organ & Vocalist
Introduction -----	Mr. Henry Zac Carter, President Avondale Shipyards, Inc.
Invocation -----	Father H. R. Jolley, Vice-President Loyola University
Remarks -----	Mr. Frank Nemec, President Lykes Bros. Steamship Co., Inc.
Remarks -----	Admiral Edwin J. Roland, U.S.C.G. Commandant United States Coast Guard

Remarks ----- The Hon. Henry H. Fowler
Secretary of the Treasury
Washington, D. C.
Principle Speaker ----- The Hon. Russell B. Long
United States Senator (D)
Washington, D. C.
Christoning ----- Mrs. Henry H. Fowler

As the ship is launched the organist will strike up Semper Paratus.

The train will then move into position to allow the principles to board car number 3 and then will proceed to the Stella Lykes launching platform. At this point all principles from car number 3 will debark and take their positions on the platform. Once more the train will move to allow proper observation of the launching and the microphone will be plugged in for the organ. There will be no need at this time for the vocalist so there will be only one microphone receptacle necessary.

The Stella Lykes platform will be appropriately dressed and the following flags will be displayed from individual staffs: (1) National Ensign, (2) United States Maritime Administration, (3) Lykes Bros. Steamship Co., Inc. and (4) Avondale House Flag.

Once on the platform the necessary photographs will be taken after which Mr. Carter will open the program and make the proper introductions. After the introductions Miss Susan Wall Lykes will christen the vessel and the organist will strike up Anchors Aweigh.

The train will then move into position and, after taking on all dignitaries, will proceed to the ramp from which it was originally loaded. Guests will then depart from the yard. The guard Force will make every effort to expedite the traffic flow in the most efficient manner possible.

REMARKS BY THE HONORABLE HENRY H. FOWLER
SECRETARY OF THE TREASURY
AT THE LAUNCHING OF
THE UNITED STATES COAST GUARD CUTTER HAMILTON
AVONDALE SHIPYARDS, NEW ORLEANS, LOUISIANA
SATURDAY, DECEMBER 18, 1965, 10:00 A.M., CST

It is a great pleasure to be in New Orleans. The charm of your city and the hospitality of its citizens always delight the returning guest.

In this unique city the old world grace survives despite the throbbing enterprise of a modern center of industry and trade. I can think of few things that would give me greater pleasure than being here today on the occasion of the launching of the U. S. Coast Guard's largest cutter, the HAMILTON.

As Secretary of the Treasury -- of which the Coast Guard is so distinguished a part -- I take special pride in this

new ship. She is the fifth to bear the name of an illustrious predecessor, Alexander Hamilton, the first Secretary of the Treasury. I feel sure that if he were here today, he would be surprised and delighted to know that his brainchild has grown, beyond even his prophetic vision, into the splendid reality of the modern Coast Guard.

I am also pleased that Mr. Laurens Hamilton, a direct descendant of Alexander Hamilton, is with us today, to see the great progress made by the Service sponsored back in 1790 by his famous ancestor.

I congratulate the builders, the Avondale Shipyards, on a noteworthy engineering achievement, a vessel fully consonant with the needs of a highly diversified service.

I am extremely proud to participate in this launching and to share the same platform with my good friend Russell Long, a distinguished Senator whose stature in the Congress and throughout the nation must be a source of great pride to the people of his State. The remarkable statesmanship of this man was underlined last year when, after personally piloting the Revenue Act of 1964 through the Senate Finance Committee, he led the successful week-long fight on the Senate Floor which resulted in passage of the bill. It is no exaggeration to say that if he had been less able, less energetic or less dedicated, we might not now be enjoying the benefits of that legislation. During the first session of the 89th Congress, the country was the beneficiary of his service as Assistant Majority Leader. Now we are anticipating his chairing the powerful Senate Finance

Committee. His record of public service is a credit both to his state and to his nation, and has earned him posts of ever-increasing responsibility in the Senate.

The presence of this eminent member of the Congress will make today's most significant occasion even more memorable.

I have the honor and privilege of introducing an outstanding American, whose interest in the Coast Guard is but one example of his dedication to the service of his country --

The Honorable Russell Long, United States Senator from Louisiana.

Proposed remarks for Admiral Roland at HAMILTON Launching

Honored guests, ladies and gentleman:

I can think of no more gratifying occasion for the Coast Guard than the launching of a new ship, especially so fine a ship as the HAMILTON. For the Coast Guard, the HAMILTON is a dream come true. We have waited for this event a long time. The HAMILTON is the first major cutter built by the Coast Guard in more than two decades. Today's launching brings us closer to realizing our goal for a class of high-endurance cutters of advanced design capable of meeting our responsibilities in peace and war. In the HAMILTON we have a ship designed not only for the needs of today but also for those of tomorrow. We have tried to foresee the requirements of the years ahead which we anticipate will be even more demanding than those of the past. Behind today's event lies a lot of planning and hard work.

What we are witnessing today is a major event in the development of the Coast Guard. The HAMILTON is the latest link in our 175 years of unbroken history as a maritime safety agency and Armed Force. In this

(SECRET) (U.S. 15)

378-foot cutter we have the most versatile ship ever to enter the Coast Guard fleet. The HAMILTON and three sister ships to be built over the next couple of years will be part of a Service which, ashore and afloat, will be the most modern in the world. If all goes as planned, we should attain that goal by the mid-1970's.

During my tenure of office, I have had the privilege of seeing our ship replacement program make substantial progress. As I start the concluding months of my tour as Commandant, I have the satisfaction of knowing that the program is in good hands and that our hopes are nearing fruition.

The HAMILTON is a very sophisticated ship, embodying many new features undreamed of when I was a young officer. She reflects the growing complexity of our swiftly changing times. Yet her purpose remains essentially the same as that of the ships of bygone years: promotion of maritime safety, marine law enforcement and military readiness. The HAMILTON will also serve as a floating laboratory for our oceanographic research scientists. But primarily, her job will be, as always, to serve the maritime community and

the people of the United States. We believe that the HAMILTON will be able to do that job more effectively and on a larger scale than was possible before.

But the credit for today's achievement does not belong to the Coast Guard alone. It was made possible by the cooperation and foresight of the Department of the Treasury with which we have been associated since 1790. The Secretary of the Treasury, Mr. Henry Fowler, throughout his long association with the Coast Guard has demonstrated a keen interest in our problems. We count ourselves fortunate to have had his assistance.

And now it is my pleasure to present the Honorable Henry H. Fowler, Secretary of the Treasury.

FACT SHEET
CGC HAMILTON LAUNCHING 18 DECEMBER 1965

Coast Guard Cutter HAMILTON (WPG-715) is the first of a class of 34 new Endurance Cutters which are scheduled to replace the existing fleet by Existing Coast Guard High Endurance Cutters will average 24 years of age. This 2800 ton ship is completed in September 1966. She is named for Alexander Hamilton, the first Secretary of the Treasury under which department the Coast Guard operates. Avondale Shipyards, Inc., is also constructing three other ships, the WPG-716, WPG-717 and WPG-718, scheduled for completion early in 1968. These ships will be used for long range search and rescue, ocean station keeping, oceanographic research, as communications platforms in peacetime and as auxiliaries of the Navy during wartime.

HAMILTON will be the first major United States ship to have a combined diesel and gas turbine main propulsion plant (CODAG). The twin screw HAMILTON will use a total of 7,000 diesel shaft horsepower to make 20 knots, a total of 36,000 gas turbine shaft horsepower to make over 28 knots. The only other combined diesel and gas turbine ships in the world are four German Navy ships of the KOLN class and two Danish frigates under construction. The British Navy has the HMS ASHANTI and HMS DEVONSHIRE classes which use steam turbines for cruising and gas turbines for 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 sets of 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 thruster 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 a search capability and a helicopter capability unmatched by any other ship smaller than a cruiser.

PUBLIC INFORMATION DIVISION
U.S. COAST GUARD HEADQUARTERS
WASHINGTON, D.C. 20590

USCGC HAMILTON'S III & V ART
December 21, 1966

OFFICIAL U.S. COAST GUARD PHOTOGRAPH - CPE - 12 - 21 - 66 GEN.

The Past and Present of a Line of Hamilton's

A painting by Artist Gene Bosmer depicts the new 378-ft U.S. Coast Guard Cutter HAMILTON V outdistancing the ghost of the old 204-ft square rigger HAMILTON III in a running sea and stiff breeze. The present HAMILTON (WMEC-715), the fifth cutter named after the first Treasury Secretary who founded the Coast Guard, was built in 1966. She is the prototype of a new class of high endurance cutters being built to modernize the Coast Guard fleet. The third in the line of Hamilton-named cutters, leading out of a past era, was built in 1896 and served as a Coast Guard cadet training ship between 1922 : 1930.

Gene Bosmer, an enlisted member of the Coast Guard Reserve, is employed as a civilian artist in the Public Information Division at Coast Guard Headquarters, Washington, D.C.

CREDIT - OFFICIAL U.S. COAST GUARD PHOTOGRAPH

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UNITED STATES COAST GUARD

NEWS RELEASE

P. I. O. • EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LOUISIANA • Tele No. 527-6287

RELEASE NO. 25-66

DATE - 16 DECEMBER 1965
TIME OF RELEASE - IMMEDIATE

COAST GUARD LAUNCHES NEW HIGH ENDURANCE CUTTER

NEW ORLEANS, La., Dec. 16 - - - The Coast Guard's first new high endurance cutter in twenty years will be launched this Saturday at Avondale Shipyards in New Orleans, La. The Coast Guard Cutter HAMILTON, a 378-foot ultra-modern vessel, is the first of four such cutters to be built by Avondale. She will be named for Alexander Hamilton, the first Secretary of the Treasury, and will be the fifth Coast Guard Cutter to bear this famous name.

The first cutter to bear the name HAMILTON was a 112-ton schooner built at New York City in 1830. She was one of the first cutters assigned to saving life and property and became famous throughout the East Coast for her heroic rescues in North Atlantic waters. In 1853 she was lost with all hands, except one, in a violent gale.

Eighteen years later a new ALEXANDER HAMILTON, later to gain fame in the Spanish-American War, was launched at Buffalo, N.Y. and was involved in the War with Spain in 1898. She was replaced by a third cutter named for Secretary Hamilton in 1896. This 168-foot gunboat was assigned as a patrol ship in the Pacific and in 1921 was transferred to the Coast Guard Academy in New London, Conn. After 10 years as the Academy training ship she was sent to the Coast Guard Yard where she was used as a receiving ship until 1939. She spent the war years at the Academy and was decommissioned in 1946.

The last HAMILTON was commissioned in March 1937. Her original assignment was in conjunction with the Bering Sea Patrol in Alaskan waters. After four neutrality patrols in the North Atlantic, the HAMILTON became one of the first Coast Guard cutters to be assigned to weather patrol duties. In 1941, the HAMILTON was transferred to the Navy. On January 29, 1942, while on patrol off the Coast of Iceland, the HAMILTON was hit by an enemy torpedo and one officer and 25 enlisted men went down with the ship.

The new cutter HAMILTON, to be launched Saturday, is of modern design and equipped with the most up-to-date equipment. Her main propulsion plant consists of two 3500 horsepower diesels, two 18,000 horsepower gas turbines, two reduction gears and two controllable pitch propellers. The twin screw HAMILTON will use 7000 diesel shaft horsepower to make 20 knots and 36,000 gas turbine shaft horsepower to make 29 knots. She is equipped with modern aerological, oceanographic, communications and plotting equipment. All living, watch stations, and working areas except the engine room are air-conditioned. Maneuvering capabilities are improved by pilot house control, controllable pitch propellers, and a retractable bow thruster.

During peacetime the new cutter will be used for Ocean Station duties, Search and Rescue, Law Enforcement, and Oceanographic Research. She is equipped with a flight deck which is strong enough to handle twin turbine helicopters and the single turbine amphibious HH52A helicopter presently used by the Coast Guard for Search and Rescue operations. She can compete favorably with any ship in the world in her size range insofar as electronics capability, maneuverability, seaworthiness, range and speed performance are concerned.

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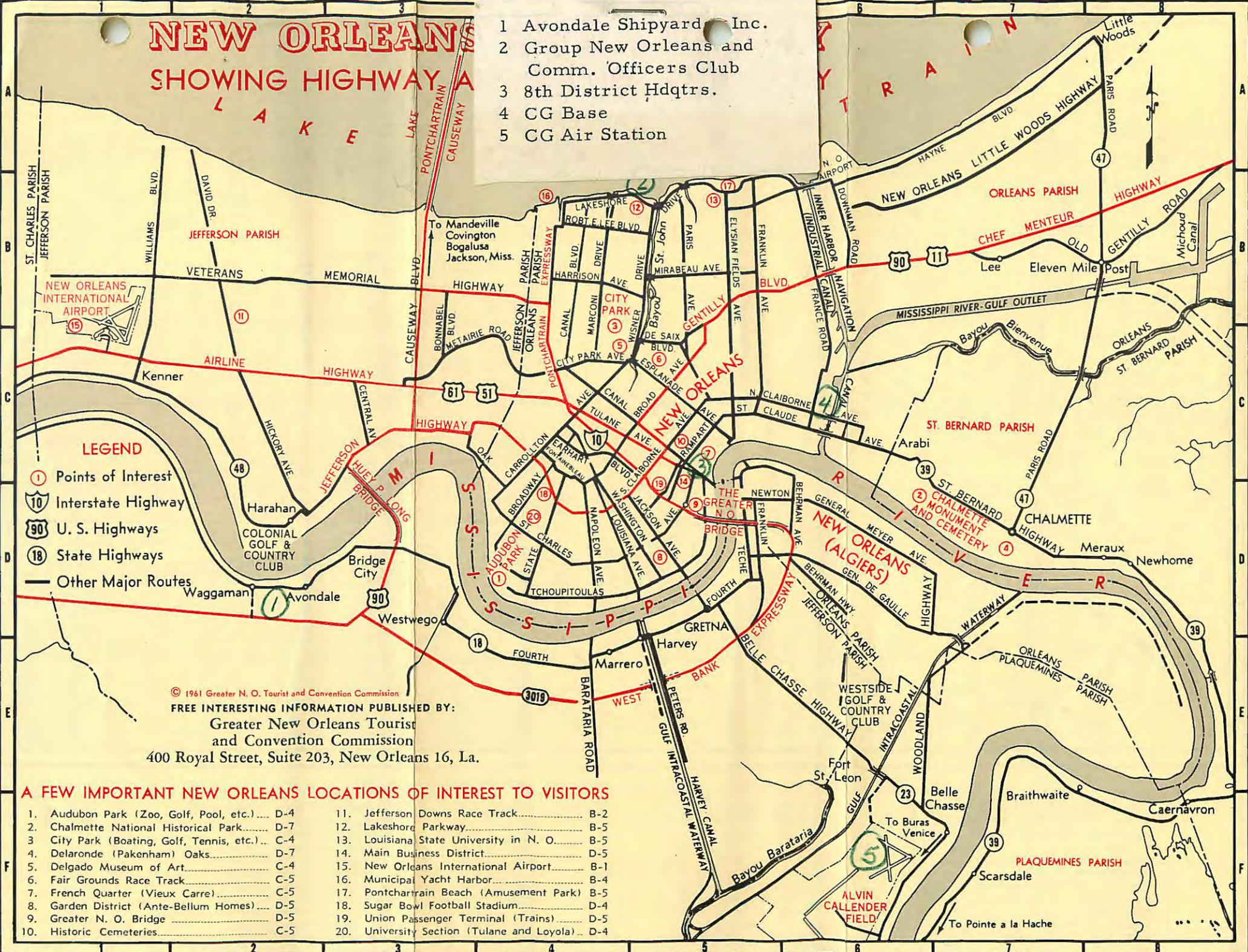
Among dignitaries attending the launching ceremonies of the new cutter Saturday will be Secretary of the Treasury, Henry H. Fowler, Assistant Secretary of the Treasury, True Davis, and the Commandant of the Coast Guard, Admiral Edwin J. Roland. Mrs. Henry H. Fowler will christen the HAMILTON.

- USCG -

NEW ORLEANS

SHOWING HIGHWAY A

- 1 Avondale Shipyard Inc.
- 2 Group New Orleans and Comm. Officers Club
- 3 8th District Hdqtrs.
- 4 CG Base
- 5 CG Air Station



- LEGEND**
- ① Points of Interest
 - 10 Interstate Highway
 - 90 U. S. Highways
 - 18 State Highways
 - Other Major Routes

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 FREE INTERESTING INFORMATION PUBLISHED BY:
 Greater New Orleans Tourist
 and Convention Commission
 400 Royal Street, Suite 203, New Orleans 16, La.

A FEW IMPORTANT NEW ORLEANS LOCATIONS OF INTEREST TO VISITORS

1. Audubon Park (Zoo, Golf, Pool, etc.).....	D-4	11. Jefferson Downs Race Track.....	B-2
2. Chalmette National Historical Park.....	D-7	12. Lakeshore Parkway.....	B-5
3. City Park (Boating, Golf, Tennis, etc.)... C-4		13. Louisiana State University in N. O.....	B-5
4. Delaronde (Pakenham) Oaks.....	D-7	14. Main Business District.....	D-5
5. Delgado Museum of Art.....	C-4	15. New Orleans International Airport.....	B-1
6. Fair Grounds Race Track.....	C-5	16. Municipal Yacht Harbor.....	B-4
7. French Quarter (Vieux Carre).....	C-5	17. Pontchartrain Beach (Amusement Park) B-5	
8. Garden District (Ante-Bellum Homes).....	D-5	18. Sugar Bowl Football Stadium.....	D-4
9. Greater N. O. Bridge.....	D-5	19. Union Passenger Terminal (Trains).....	D-5
10. Historic Cemeteries.....	C-5	20. University Section (Tulane and Loyola).....	D-4

NEWS



PUBLIC INFORMATION DIVISION
Treasury Department
U.S. Coast Guard Headquarters
Washington, D.C. 20226
Phone: WOrth 4-2993

Release No. 4-67

Date 9 JANUARY 1967
Time of Release IMMEDIATE

POSTAL CACHET TO HONOR FIRST
JET-POWERED COAST GUARD CUTTER

WASHINGTON, D. C., Jan. 9 - To mark the commissioning of the first jet powered high endurance cutter, the U. S. Coast Guard will issue a special postal cachet when the new cutter HAMILTON is placed into service in mid-February 1967.

Persons desiring this cachet should send their requests to:

Prospective Commanding Officer
USCGC HAMILTON (WHEC-715)
P. O. Box 50280
New Orleans, La. 70150

The requests should contain self addressed stamped envelopes for the number of cachets desired, the outside cover of which should be marked, "Commissioning Covers."

The cutter will be the largest vessel built in the United States with combination diesel and gas turbine engines. Her 13-foot diameter twin propellers also will be the largest for the horsepower in use. Maximum speed is 29 knots.

The HAMILTON will be a modern floating weather observatory, oceanographic laboratory, and air navigation facility. Avondale Shipyards, Inc., New Orleans is building the 378-foot cutter, the first major ship constructed for the Coast Guard in more than 20 years.

(MORE)

Cachet.....2

The Coast Guard will assign the HAMILTON to weather patrol duty in the North Atlantic Ocean and long range search and rescue missions. She will have an 80-foot flight deck to carry the largest Coast Guard helicopters. Her home port will be Boston.

Prospective Commanding Officer is Captain William F. Adams, USCG, 40 Everett Street, Newport, R. I. The crew will be 15 officers and 137 enlisted men.

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UNITED STATES COAST GUARD

NEWS RELEASE

P. I. O. • EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LOUISIANA • Tele No. 527-6287

Release No. 13-67

Date: March 10, 1967

Time of Release: IMMEDIATE

NEW ORLEANS, La., March 10 -- The Coast Guard's newest and largest cutter will join the fleet in commissioning ceremonies here March 18 (Saturday) the Coast Guard in New Orleans announced today.

She is the new 378-foot high endurance Cutter Hamilton, first of seven ships of her class being built in New Orleans for the Coast Guard by Avondale Shipyards, Inc.

Rear Admiral James D. Craik, USCG, Eighth Coast Guard District commander in New Orleans, will order the Hamilton placed in commission during ceremonies scheduled for 2:30 p.m. at the Naval Support Activity docks in Algiers.

The ship will then be turned over to her commanding officer, Captain William F. Adams, USCG, of Newport, R. I.

Coast Guard Commandant, Admiral Willard J. Smith, USCG, is scheduled to be on hand from Washington, D. C., for the ceremonies.

Hamilton will take up duties with the Coast Guard on weather patrol in the North Atlantic. Her homeport is Boston, Mass.



UNITED STATES COAST GUARD

NEWS RELEASE

P.I.O. • EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LOUISIANA • Tele No. 527-6287

News Release No. 14-67

HOLD FOR RELEASE 18 MARCH 1967

The Cutter Hamilton, a major new Coast Guard ship, was commissioned today (Saturday, March 18) in New Orleans.

She is the first 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. Hamilton is the first high endurance cutter built by the Coast Guard since 1946.

A ceremony at the Naval Support Activity docks in New Orleans marked the beginning of Hamilton's service. Rear Admiral James D. Craik, USCG, Eighth Coast Guard District commander in New Orleans, directed the Hamilton 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 Hamilton's status and authority as a commissioned vessel of the United States.

Coast Guard Commandant, Admiral Willard J. Smith, USCG, was principal speaker at the Hamilton commissioning. Both Admiral Smith and his immediate predecessor, retired commandant Admiral Edwin J. Roland, USCG, have characterized the Hamilton class of cutters as the realization of a long awaited dream for the Coast Guard.

(more)

Hamilton was built for the Coast Guard by Avondale Shipyards, Inc., in New Orleans. Six sister cutters of Hamilton are in various stages of construction at Avondale. Keel for the Hamilton was laid in January 1965 and the cutter was launched in December of the same year. The vessel cost about \$14,500,000 to build and outfit.

Captain William F. Adams, USCG, of Newport, R. I., is Hamilton's first commanding officer. He has 14 officers, 17 chief petty officers and 135 men in his crew. Hamilton's homeport is Boston, Mass. She will depart New Orleans enroute to Boston upon completion of outfitting next week.

Hamilton carries new hull markings recently adopted by the Coast Guard. She has 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 new markings are designed to improve visual identification of Coast Guard units.

Hamilton crewmembers also turned out for the commissioning in the new Coast Guard enlisted man's hat that is to go into universal wear by July 1 this year. The hat has a soft white cover with a black band around the crown. "U. S. Coast Guard" is inscribed in gold letters across the front of the band.

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

(more)

Cutter Hamilton -- 3 3 3 3 3

The ship has a combined diesel gas turbine propulsion system called "CODAG". Using her twin diesel engines at 20 knots Hamilton 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 up to 29 knots. This relatively new propulsion system is harnessed by twin 13-foot controllable pitch propellers. 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 or 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 Hamilton's 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 Hamilton 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 other research work while on patrol.

(more)

Other features of Hamilton's 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 in the ship's combat information center (CIC) during either a search and rescue case or in combat.

With her advanced CIC and communications center Hamilton 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 Hamilton 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.



UNITED STATES COAST GUARD

NEWS RELEASE

P. I. O. • EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LOUISIANA • Tele No. 527-6287

News Release No. 15-67

HOLD FOR RELEASE 18 MARCH 1967

The high endurance Cutter Hamilton, commissioned today (Saturday, March 18) in New Orleans enters service at a time when a long and dramatic era of Coast Guard history is ending.

She joins the Coast Guard fleet in the midst of the service's transfer from the Treasury Department to the newly formed Department of Transportation. This move marks the end of an association that goes back 176 years.

In her name Hamilton recalls this era to its beginnings. She is named for Alexander Hamilton, first Secretary of the Treasury and founder of what is today the U. S. Coast Guard. She is the fifth cutter to bear Hamilton's name. Together, the cutters Hamilton tell much of the Coast Guard story through its generations with the Treasury Department.

The first Cutter Hamilton was a 73-foot schooner built in 1830 at New York city. In those days the Coast Guard was known as the Revenue Marine, a name that reflected Secretary Hamilton's purpose in establishing the service. The earliest mission of the Coast Guard was to curb rampant smuggling that robbed the Treasury of duties desperately needed to shore up our struggling young economy.

(more)

Cutters named Hamilton -- 2 2 2 2 2

During the first Hamilton's 23 years service the early Coast Guard function was broadened to include protection of life and property at sea, a mission that has over the years become the "raison d'etre" of the Coast Guard. Hamilton was one of the first cutters assigned to this mission and became famous along the East Coast for her heroic rescues in the North Atlantic. She was transferred to Charleston, S. C. in 1851 and lost two years later in a violent gale with all hands, save one.

Eighteen years later a new Alexander Hamilton was built at Buffalo, N. Y. She was to spend 35 years in service with the Coast Guard. In the course of her life she called many East Coast ports home including Philadelphia, Boston, Wilmington, Norfolk, Savannah and Charleston.

During the Spanish-American War in 1898 Hamilton II was detailed to operate with the Navy. She was sent to Key West and given the hazardous mission of running the Spanish blockade of Cuba to land two prominent members of the Cuban insurgency. She was successful in the mission and spent the remainder of her wartime deployment assigned to the U. S. blockade of Havana.

She was returned to the Treasury Department in August 1898 and spent her remaining years operating out of Charleston until she was decommissioned in 1906.

The third cutter Hamilton began her 50 years of service as the USS Vicksburg. She was built in 1898 as a 168-foot gunboat assigned to patrol in the Pacific. Vicksburg was transferred to the Coast Guard in 1921 and renamed Hamilton.

(more)

She was used as a cadet training ship for the next ten years at the Coast Guard Academy in New London, Conn. Following this she was shifted to the Coast Guard Depot, now known as the Yard, at Curtis Bay, Md., where she was used as a receiving ship until 1939.

Meanwhile she had relinquished the famous Secretary's name in 1937 in favor of a new cutter and spent her last years as the Beta at the Academy and Yard until she was decommissioned in 1946.

The fourth Hamilton was one of an existing class of 327-foot high endurance cutters built in the late Thirties. She was commissioned in March 1937, 30 years to the month before the present Hamilton.

The fourth Hamilton was deployed to the Pacific only long enough to make one Bering Sea Patrol in Alaska before it was brought back to the East Coast. Operating out of Norfolk she made four "neutrality patrols" in the North Atlantic. She was then deployed as one of the first Coast Guard cutters on weather patrol and made 10 month-long tours in the North Atlantic.

When Japan bombed Pearl Harbor Hamilton was assigned to operation with the Navy. The transfer was made on December 27, 1941. Just a month later, on January 29, 1942 Hamilton was off the coast of Iceland when she was torpedoed by the enemy. One officer and 25 enlisted men were lost. An effort was made to tow the stricken cutter to port but after several hours she capsized and was sunk by gunfire from other American ships.

(more)

The new 378-foot Hamilton is a proud achievement for the Coast Guard. She is the prototype of a new class of high endurance cutters that will greatly enhance the Coast Guard's ability to meet growing responsibilities in maritime safety, marine law enforcement, military readiness and the scientific study of the ocean. Hamilton is the largest, most advanced vessel ever to join the Coast Guard fleet and the first high endurance cutter built by the service in more than 20 years.

She is a milestone in Coast Guard history at a time of unprecedented change and development. Hamilton is in the vanguard of a New Coast Guard era.



UNITED STATES COAST GUARD

NEWS RELEASE

P.I.O. • EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LOUISIANA • Tele No. 527-6287

Release No. 15-67

HOLD FOR RELEASE 18 MARCH 1967

PHOTO CUTLINE

CUTTERS NAMED HAMILTON: -- A painting by Artist Gene Boemer depicts the new 378-foot U. S. Coast Guard Cutter Alexander Hamilton V outdistancing the ghost of the 204-foot square rigger Hamilton III.

Both cutters, along with the three others in the Hamilton line, are named for the first U. S. Treasury Secretary, founder of what is today the Coast Guard. The latest Hamilton, which joined the Coast Guard fleet in New Orleans March 18, is the prototype of a new class of high endurance cutters that are the largest and most advanced ships ever built by the Coast Guard. The third in the line of Hamilton-named cutters, looming out of a past era, was built in 1896 and served as a Coast Guard cadet training ship between 1922 and 1930.

Artist Boemer, a member of the Coast Guard Reserve, works as a civilian at the Public Information Division, Coast Guard Headquarters, Washington, D. C. (OFFICIAL U. S. COAST GUARD PHOTOGRAPH)

5/8/67

File copy

FEATURE



PUBLIC INFORMATION DIVISION
Treasury Department
U.S. Coast Guard Headquarters
Washington, D.C. 20226
Phone: WOrth 4-2993

Release No. 55-67

DEPARTMENT OF TRANSPORTATION

Date
Time of Release

CUTTERS NAMED HAMILTON

The 378-foot high endurance Coast Guard Cutter HAMILTON enters service at the beginning of a new and exciting era in Coast Guard history.

The HAMILTON joins the Coast Guard fleet as the Service enters the newly formed Department of Transportation.

In her name, the new HAMILTON recalls the Coast Guard's beginning. She is named for Alexander Hamilton, first Secretary of the Treasury and founder of what is today the U. S. Coast Guard. She is the fifth cutter to bear Hamilton's name. Together the Cutters HAMILTON tell much of the Coast Guard story through its generations with the Treasury Department.

The first Cutter HAMILTON was a 73-foot schooner built in 1830 at New York City. In those days the Coast Guard was known as the Revenue Marine, a name reflecting Secretary Alexander Hamilton's purpose in establishing the Service. The earliest mission of the Coast Guard was to curb rampant smuggling that robbed the Treasury of duties desperately needed to shore up our struggling young economy.

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(MORE)

ADD.....1

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(MORE)

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(MORE)

ADD.....3

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jrw

-30-

NEWS



PUBLIC INFORMATION DIVISION
Treasury Department
U.S. Coast Guard Headquarters
Washington, D.C. 20226
Phone: WOrth 4-2993

Release No.

56-67

Date

Time of Release

HAMILTON IS POWERFUL ADDITION TO COAST GUARD FLEET

A power plant of diesels, larger than those used on diesel locomotives, and gas turbines, similar to those used to power Boeing 707 jet aircraft, combine to make the new Coast Guard Cutter HAMILTON the largest ship in the United States with combination gas turbine and diesel engines. The mighty 378-foot HAMILTON is the prototype of some 32 additional ships of this class to be built by the Coast Guard in a long range modernization program.

An eighty-foot helicopter landing deck, about the size of a tennis court, adds a modern flexibility to this welcome addition to the Coast Guard fleet.

Many new innovations have been included in the sleek HAMILTON continuing the Coast Guard's tradition of implementing the best equipment available for search and rescue, law enforcement, oceanography, and weather patrol.

A closed circuit television system aboard the HAMILTON allows bridge personnel to actually see activities in various parts of the ship without leaving their important posts. Portable video cameras can provide important information on helicopter landings, search and rescue efforts, and other shipboard activities.

(MORE)

ADD.....1

The space-age electronics system aboard the HAMILTON includes the latest in air and surface radar, long range navigation equipment (LORAN), depth sounders, and a communications set up that can use voice, teletype, or Morse code.

The HAMILTON was built by Avondale Shipyards, Inc., of New Orleans at a cost of \$14.5 million. Six sister ships of the HAMILTON class are currently under various stages of construction.

Captain William F. Adams, a 1941 graduate of the Coast Guard Academy is the ship's first Commanding Officer. Command is not new to the Captain. He has served as skipper of the patrol frigate USS GRAND FORKS, the destroyer escort LANSING, and the ocean station vessel CASTLE ROCK. In addition, Captain Adams has served in various capacities on numerous other ships.

In addition to a fine new ship, Captain Adams commands a highly trained group of 14 officers and 137 enlisted Coast Guardsmen. Boston, Mass., is the home port of the HAMILTON.

jrw

REMARKS BY THE HONORABLE HENRY H. FOWLER
SECRETARY OF THE TREASURY
AT THE LAUNCHING OF
THE UNITED STATES COAST GUARD CUTTER HAMILTON
AVONDALE SHIPYARDS, NEW ORLEANS, LOUISIANA
SATURDAY, DECEMBER 18, 1965, 10:00 A.M., CST

It is a great pleasure to be in New Orleans. The charm of your city and the hospitality of its citizens always delight the returning guest.

In this unique city the old world grace survives despite the throbbing enterprise of a modern center of industry and trade. I can think of few things that would give me greater pleasure than being here today on the occasion of the launching of the U. S. Coast Guard's largest cutter, the HAMILTON.

As Secretary of the Treasury -- of which the Coast Guard is so distinguished a part -- I take special pride in this

new ship. She is the fifth to bear the name of an illustrious predecessor, Alexander Hamilton, the first Secretary of the Treasury. I feel sure that if he were here today, he would be surprised and delighted to know that his brainchild has grown, beyond even his prophetic vision, into the splendid reality of the modern Coast Guard.

I am also pleased that Mr. Laurens Hamilton, a direct descendant of Alexander Hamilton, is with us today, to see the great progress made by the Service sponsored back in 1790 by his famous ancestor.

I congratulate the builders, the Avondale Shipyards, on a noteworthy engineering achievement, a vessel fully consonant with the needs of a highly diversified service.

I am extremely proud to participate in this launching and to share the same platform with my good friend Russell Long, a distinguished Senator whose stature in the Congress and throughout the nation must be a source of great pride to the people of his State. The remarkable statesmanship of this man was underlined last year when, after personally piloting the Revenue Act of 1964 through the Senate Finance Committee, he led the successful week-long fight on the Senate Floor which resulted in passage of the bill. It is no exaggeration to say that if he had been less able, less energetic or less dedicated, we might not now be enjoying the benefits of that legislation. During the first session of the 89th Congress, the country was the beneficiary of his service as Assistant Majority Leader. Now we are anticipating his chairing the powerful Senate Finance

Committee. His record of public service is a credit both to his state and to his nation, and has earned him posts of ever-increasing responsibility in the Senate.

The presence of this eminent member of the Congress will make today's most significant occasion even more memorable.

I have the honor and privilege of introducing an outstanding American, whose interest in the Coast Guard is but one example of his dedication to the service of his country --

The Honorable Russell Long, United States Senator from Louisiana.

Navigation - SAR Equipment

Air search radar	AN/SPS-29D	1 ea
Surface search radar	AN/SPS-51	1 ea
Radio beacon control unit	AN/URA-45	1 ea
MF Direction finder	AN/SRD-16	1 ea
HF Direction finder	AN/URD-4	1 ea
Loran - A receiver	AN/UPM-23	1 ea
Loran - C receiver	AN/SPN-36	1 ea
Depthsounder	AN/UQN-361	1 ea
Depthsounder	AN/SQN-13	1 ea
Infrared Transmitter	AN/SPT-2 ^A	1 ea

Communications Equipment

Transmitter	MF	AN/URT-20	3 ea
Transmitter	HF	AN/URT-23	5 ea
Transmitter - Receiver		AN/URC-51	2 ea
Transmitter	VHF	Fixed Channel	3 ea
Transmitter - Receiver,		Quick shift RT-723/GR	1 ea
Receiver	VHF	fixed channel R-1250LGR	3 ea
Transmitter	UHF,	fixed channel	4 ea
Transmitter - receiver	UHF,	Quick shift AN/SRC-20	1 ea
Receiver	UHF,	Manual shift	4 ea
Transmitter - receiver	VHF/FM	AN/SRC-29	1 ea
Receiver	MF	AN/WRR-3	3 ea
Receiver	MF		8 ea
Tape recorder	9	CC	2 ea
Teletype decoder			2 ea
Teletype converter		comparator AN/URA-17	1 ea
Teletype receiver	MF	or HF	2 ea
Teletype model	28	KSR	1 ea
Teletype coder - decoder			2 ea
Teletype control unit	C-1004/SG		1 ea
Teletype tone generator			1 ea

General Characteristics

Length overall	378' 33"
Length (on 13' 6" ^{D.W.L.)} D.W.L.	350'-0"
Max. Beam at 13' 6" D.W.L.	42'-0"
Max. Beam at Main Deck	42'-0"
Displacement at 13' 6" D.W.L.	2748 L.T.S.W.
Speed Max. Sustained	28 knots
Speed Cruising	20 knots
Range at 20 knots	10,000 miles
H. P. Total	36,000
Fuel capacity	272,000 gal.
Fresh Water capacity	17,700 gal.
JP-5 Capacity	7,400 gal.
Propellers, controllable pitch	2-13' diam.
Armament	1-5.130 cal. 1-5", 38 cal.

2-.50 cal. mach. guns
 1-MK.56 gunfire control system
 2-MK. 10 ASW Hedgehog projectors
 2-81 mm mortars
 1-MK.105 ~~UB FCS~~ Underwater battery fire control system

<u>PERSONNEL:</u>		
Officers	OFFICERS	17
CPO	CPO	14
Enlisted	ENLISTED	144
Weathermen	WEATHERMEN	6
Passenger	PASSENGER	6
Total	<i>personnel</i>	187

7 DECEMBER
1 February 1965

FACT SHEET, HIGH ENDURANCE CUTTER
Current Design Characteristics

I. General Description

LENGTH (OVER-ALL)	378'
LENGTH (WATERLINE)	350'
BEAM	42'
DRAFT (DESIGN)	13'6"
DISPLACEMENT @-13'6"	2716 tons
SUPERSTRUCTURE, HULL	Aluminum with all welded steel hull
COMPARTMENTATION	Two compartment floodable length
SPEED, MAXIMUM (DESIGN)	28.6 Knots Speed (F.L.)
CRUISE	20 Knots
MINIMUM	All speeds to 0 knots
ENDURANCE @ 29 KNOTS	2000 miles
ENDURANCE @ 20 KNOTS	9600 miles
FUEL CAPACITY - MAIN PROPULSION	732 tons diesel
FUEL CAPACITY - AVIATION	18 tons JP5
FRESH WATER CAPACITY	16,000 gallons
FRESH WATER EVAPORATION	7,500 gal/day
AUXILIARY POWER GENERATOR	3 @ 500 KW ea.
MAIN PROPULSION	
PROPELLERS	Two controllable pitch
DIESELS	One 3500 HP per shaft
GAS TURBINES	One 18,000 HP per shaft
NOMINAL TOTAL SHAFT HP	36,000 HP
CONTROL	Pilot house, Engineerroom Control Booth and local control

CONSTRUCTION COST \$14,000,000

ANNUAL OPERATING COST 1,191,160

II. PERSONNEL

	<u>Allowance</u>	<u>Accommodations</u>	
		<u>Peace</u>	<u>War</u>
Officers	15	18	24
Chief Petty Officers	14	14	21
Enlisted	130	144	216
Oceanographic & Aerology	6	6	6
Passengers & Survivors	---	6	6
	<u>165</u>	<u>188</u>	<u>273</u>

III. HABITABILITY; MANEUVERABILITY

All living, watch station, and working areas except the engine room, will be air-conditioned. Tentative plans call for double-bunk crew's berthing in 10 and 30 man compartments, each with its own toilet facilities. Messing will be cafeteria style. The galley and provisions storerooms will be an integrated system connected by a provisions elevator. Interior decor in all living spaces will be in accordance with the latest commercial practice as modified by Coast Guard fire and damage control requirements.

Maneuvering capabilities are improved by pilot house control, controllable pitch propellers, and a retractable bow thruster.

IV. DUTIES

A. Peacetime - Ocean Station

Search and Rescue
Law Enforcement
Oceanographic Research
Military Readiness

B. War time - Ocean Station

Search and Rescue
Anti-submarine Warfare

V. INSTALLED FACILITIES

A. Ocean Station Program

1. Weather

- a. ~~Balloon tracking radar~~
- b. Radiosonde receivers
- c. Rocketsonde
- d. Balloon inflation shelter
- e. Aerology office
- f. CIC plotting facilities
- g. Extensive teletype facilities to speed data transmission
- h. Twice as many long range radiotransmitters installed
as on present major cutters
- *i. Synoptic data computer system

When developed

2. Navigational Aid

- a. Air Search Radar
- b. Loran C receiver
- c. UHF/VHF direction finder
- d. MF/HF direction finder
- e. Ultra high frequency beacon
- f. Medium frequency beacon
- g. Gyro compass with stable element to give pitch and roll stabilization information to the balloon tracking radar.
- h. Extensive air controller voice communications and plotting facilities.
- i. Ship speed indicator
- j. Tactical Navigation (TACNAV) System

B. Search and Rescue

1. Good towing capability
2. Helicopter deck capable of handling largest Coast Guard helicopter, (HH-52A) ^{with} provision for ultimate telescoping hanger. *Contingency*
3. Two ^{class} gas turbine powered motor rescue boats
4. High speed wire whip boat holsters
5. Echo depth sounder
6. Four high altitude parachute flare projectors
7. Surface Search Radar
8. Salvage pumps
9. Rubber rafts

C. Oceanography

1. Electronic Bathythermograph
2. Precision Depth (Finder) Recorder
3. Deep Sea Oceanographic Winch
4. Oceanographic "wet-lab"
5. Oceanographic Lab
6. Thermograph
7. Wave meter
8. Radiometer
9. Mechanical Bathythermograph

D. Readiness and Law Enforcement

1. Fire Control System
2. 5"-38 multipurpose single mount
3. Replenishment and fueling at sea capabilities
4. Sonar
5. Target Designation System
6. IFF
7. Scan converter and closed circuit television system
8. Degaussing
9. Secure teletype
10. ASW Weapons

VI. SCHEDULE FOR FIRST SHIP (AVONDALE SHIPYARDS, HARVEY, LA.)

A. Keel laying - 14 January 1965

B. Launch - 18 ^{December} November 1965

C. Delivery - 19 September 1966



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON

Adm. Will J. Smith, USCG
~~USCG~~ ~~Comd~~ U.S.C.G.

I am proud to welcome the new cutter HAMILTON into the Coast Guard fleet. With the commissioning of this high endurance cutter, we are moving closer to the realization of our goal of a completely modernized Coast Guard fleet. Modern in every detail and embodying the latest concepts in naval architecture and engineering, the HAMILTON is fully responsive to the needs of our times. Her revolutionary power plant, completely air conditioned crew's quarters, oceanographic laboratory and other advanced features make her the most modern vessel of her kind. We have built into her all of the durability and versatility required of a vessel whose varied duties will keep her at sea for extended periods. I am sure that she will measure up in every way to the tradition of the United States Coast Guard which is proud to serve the American people both in war and peace. To the officers and men of the HAMILTON, I wish Godspeed and smooth sailing in the years ahead.

W. J. Smith

FOR IMMEDIATE RELEASE

The United States Coast Guard cutter HAMILTON, which arrived in Boston today, uses two Pratt & Whitney Aircraft gas turbine engines for boost power giving it a top speed of 30 knots.

The HAMILTON is the first of a class of new USCG cutters to be equipped with aircraft-type gas turbine engines and is the first vessel in U.S. naval history to use large jet engines for sustained operations at high speed. The vessel uses twin diesel engines for low power operations.

The cutter's two FT4A-6 engines are adaptations of the Pratt & Whitney Aircraft J75 and commercial JT4 turbojet engines which power supersonic fighter aircraft and intercontinental models of the Boeing 707 and Douglas DC-8 jetliners. As a commercial turbojet, the engine develops 17,500 pounds of thrust. Its thrust is 26,500 pounds with afterburner in military applications.

Adapted for marine use, the engine's tremendous power is harnessed by replacing the jet exhaust nozzles with a free turbine which converts the hot gas energy from thrust to shaft

horsepower. This power is transmitted to the ship's propeller through conventional marine reduction gears. In this installation, the FT4's are rated at 19,600 horsepower. Special materials and protective coatings are used to resist corrosion from salt water. Changes in the combustion system permit the use of diesel fuel.

Pratt & Whitney Aircraft supplied the four marine gas generators (J75s) to STAL-LAVAL Turbine Company, of Sweden, to power a lightweight boost-propulsion system for two of a new series of Royal Danish Navy frigates. One vessel is in service and the other begins sea trials shortly. The Royal Canadian Navy also has ordered P&WA marine gas turbines for a 180-foot hydrofoil and four helicopter carrying destroyers. A 25-knot, 672-foot "roll-on, roll-off" Military Sea Transport Service cargo vessel, the "Admiral William M. Callaghan" will be launched this summer.

The FT4 marine gas turbine units, in static tests, have demonstrated economical operation at cruise power for long periods of time. Yet, they are able to respond on an instant's notice to demands for maximum horsepower over extended periods of time. The powerplants require only a fraction of the space required for conventional marine powerplants and possess an extremely high power-to-weight ratio. Each complete unit weighs 14,200 pounds.

The Coast Guard FT4 units are identical to the Navy FT4 marine units which have completed more than 3,300 hours of endurance testing, including underwater shock testing, salt water

ingestion and contaminated fuel, at the Naval Ships Engineering Center, Philadelphia Division at Philadelphia, Pennsylvania.

As industrial prime movers, P&WA FT4 gas turbines have accumulated thousands of hours of continuous service in electrical generating, petrochemical and natural gas transmission installation. The gas generator, as well as the free turbine unit, are designed and manufactured by Pratt & Whitney Aircraft, division of United Aircraft Corporation, East Hartford, Connecticut.

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THE U. S. COAST GUARD

THE U. S. COAST GUARD HAS BEEN SERVING OUR COUNTRY AND HUMANITY SINCE AUG. 4, 1790, WHEN IT WAS ESTABLISHED BY THE FIRST CONGRESS UNDER THE SPONSORSHIP OF ALEXANDER HAMILTON, FIRST SECRETARY OF THE TREASURY.

ORIGINALLY ENTRUSTED WITH ENFORCING THE YOUNG REPUBLIC'S ANTI-SMUGGLING LAWS, THE NEW FLEET, CONSISTING OF TEN SMALL CUTTERS, WENT INTO ACTION IN THE UNDECLARED WAR WITH FRANCE. THE CUTTERS GAVE SUCH AN EXCELLENT ACCOUNT OF THEMSELVES THEY WERE SOON GIVEN NEW RESPONSIBILITIES. THE COAST GUARD'S GROWTH IN SIZE AND MISSIONS HAS CONTINUED UNABATED.

THE OLDEST CONTINUOUS SEA-GOING ARMED SERVICE OF THE UNITED STATES, THE COAST GUARD IS TODAY OUR CHIEF AGENCY FOR PROMOTING MARITIME SAFETY AND FOR LAW ENFORCEMENT. ITS DUTIES INCLUDE AN INTENSIVE MERCHANT MARINE SAFETY PROGRAM; MAINTENANCE OF A NETWORK OF MORE THAN 40,000 NAVIGATION AIDS, FROM BUOYS TO LIGHTHOUSES AND RADIO-ELECTRONIC AIDS; SEARCH AND RESCUE, AFLOAT AND IN THE AIR; OCEANOGRAPHIC RESEARCH; PORT SECURITY; OCEAN WEATHER PATROLS AND OPERATION OF THE INTERNATIONAL ICE PATROL. ADDITIONALLY, THE COAST GUARD MAINTAINS ITS SHIPS, AIRCRAFT AND STATIONS IN A CONSTANT STATE OF MILITARY READINESS PREPARED TO OPERATE AS A PART OF THE U. S. NAVY IN TIME OF WAR OR NATIONAL EMERGENCY. DURING PEACETIME THE COAST GUARD IS PART OF THE NEWLY CREATED DEPARTMENT OF TRANSPORTATION, HAVING BEEN WITH THE TREASURY DEPARTMENT FOR NEARLY 177 YEARS.

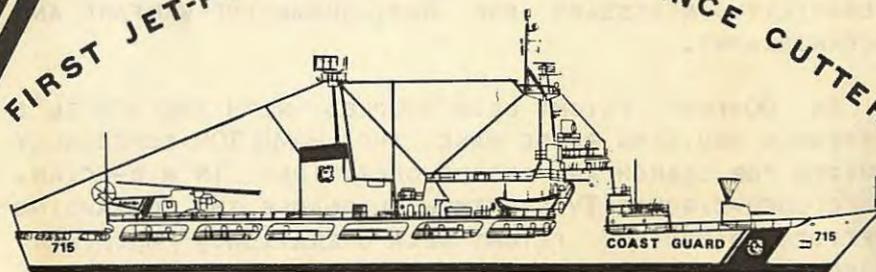
THE COAST GUARD HAS COME A LONG WAY SINCE THOSE FIRST SMALL CUTTERS WERE LAUNCHED MORE THAN A CENTURY AND THREE-QUARTERS AGO, BUT ITS SPIRIT IS STILL SUMMED UP IN ITS MOTTO:

"SEMPER PARATUS - - - ALWAYS READY!"



COAST GUARD

FIRST JET-POWERED HIGH ENDURANCE CUTTER



USCGC HAMILTON
WHEC-715

WELCOME ABOARD



USCGC HAMILTON (WHEC 715)

THE HAMILTON, FIRST OF A NEW CLASS OF HIGH ENDURANCE CUTTERS, IS THE FIFTH COAST GUARD VESSEL NAMED AFTER THE FIRST SECRETARY OF THE TREASURY.

THE SHIP WAS LAUNCHED DECEMBER 18, 1965 AT AVONDALE SHIPYARDS, INC., THE BUILDER OF THE VESSEL.

THE COAST GUARD HAS DESIGNED INTO THE HAMILTON A HIGH LEVEL OF HABITABILITY. THE CREW'S QUARTERS ARE AIR CONDITIONED, AND CAREFUL PLANNING HAS GONE INTO PROVIDING ATTRACTIVE ACCOMODATIONS FOR ALL PERSONNEL.

THE HAMILTON'S TWO 3500 H.P. DIESEL ENGINES ARE CAPABLE OF DRIVING THE VESSEL AT 20 KNOTS FOR 10,000 MILES WITHOUT REFUELING. POWERED BY HER TWO 18,000 H.P. GAS TURBINES THE VESSEL IS CAPABLE OF SPEEDS UP TO 28 KNOTS. TWO 13-FOOT DIAMETER CONTROLLABLE PITCH PROPELLORS, COMBINED WITH A RETRACTABLE AND ROTATABLE BOW PROPULSION UNIT, WILL GIVE THE HAMILTON THE MANEUVERABILITY NECESSARY FOR ANTI-SUBMARINE WARFARE AND OCEANOGRAPHY.

AN 80-FOOT FLIGHT DECK COUPLED WITH THE VESSEL'S EXTENDED CRUISING RANGE MAKE THE HAMILTON ESPECIALLY SUITED FOR SEARCH AND RESCUE OPERATIONS IN MID-OCEAN. A CLOSED-CIRCUIT TV SYSTEM WILL ENABLE THE COMMANDING OFFICER TO MONITOR FLIGHT DECK OPERATIONS, MACHINERY CONDITIONS, TOWING, DAMAGE CONTROL AND RELATED ACTIVITIES FROM THE BRIDGE.

HER SEARCH AND RESCUE CAPABILITIES ARE ENHANCED BY THE MOST ADVANCED AIR SEARCH AND SURFACE SEARCH RADARS, LORAN A AND LORAN C (LONG RANGE AID TO NAVIGATION), AUTOMATIC DIRECTION FINDERS AND EXTENSIVE COMMUNICATIONS EQUIPMENT.

HAMILTON'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.

LENGTH OVERALL ----- 378'3"
LENGTH AT WATERLINE ----- 350'0"
BEAM ----- 42'0"
DRAFT MAXIMUM ----- 20'3"
DISPLACEMENT ----- 2,748 TONS
DIESEL FUEL CAPACITY ----- 272,000 GAL.
JP-5 FUEL CAPACITY (FOR TURBINES) ----- 7,400 GAL.
FRESH WATER CAPACITY ----- 17,700 GAL.

PERSONNEL

OFFICERS	-----	17
CPO's	-----	14
ENLISTED	-----	144
WEATHERMEN	-----	6

ARMAMENT

5" .38 CAL. GUN * .50 CAL. MACHINE GUNS
GUNFIRE CONTROL SYSTEM * TORPEDOES
UNDERWATER FIRE CONTROL SYSTEM * MORTARS
HEDGEHOGS

THE OFFICERS AND CREW OF THE HAMILTON HOPE THAT YOU HAVE ENJOYED YOUR VISIT. FEEL FREE TO LOOK AROUND AND ASK ANY QUESTIONS THAT MAY COME TO YOUR MIND.

