

The *Coast Guard*
Reservist

August 1997

*An
interview
with our
Commandant*



*Reviewing the
USCG Fleet*



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The Coast Guard Reservist is published monthly by the Commandant, Director of Reserve & Training, U.S. Coast Guard. It is intended for information only and is not authority for official action. Views and opinions expressed are not necessarily those of the U.S. Dept. of Transportation or U.S. Coast Guard. The editor reserves the right to select and edit all materials for publication. Contact the editor for reprints. Send submissions to:

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For The Reservist Magazine on Internet
<http://www.dot.gov/dot/afosuscg/hq/reservistmagazine.html>
U.S. Coast Guard Reserve Web Site
<http://www.dot.gov/dot/afosuscg/hq/reservistmag.html>
U.S. Coast Guard Web Site
<http://www.dot.gov/dot/afosuscg/hq/home.html>

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On the Covers

FRONT: CGC Dallas (WHEC 716) serves as a backdrop for a portrait of our Commandant, ADM Robert E. Kramek. USCG photo.
BACK: Signal flags from a Coast Guard cutter, the lighthouse and old USCGR station in Grand Haven, Mich., Coast Guard City, USA, serve as backdrop for our USCG Core Values. Photo by PAC Edward J. Kruska, USCGR.
INSIDE COVER, THIS PAGE: A view of CGC Confidence (WMEC 619) bow from a port side hatch. Photo by BMC Mark Allen, USCGR.

Using "snail mail"

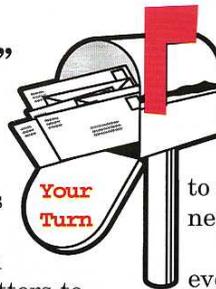
Regarding the article "CG Directives System CD-ROM" (June 1997 *Reservist*), I read articles in various computer magazines now and then and have seen several letters to their editors about the use of the phrase "snail mail." I am most certain that there are fellow Coast Guard Reservists who work for the U.S. Postal Service in their "other" job. In fact, there is a senior chief in my unit who works for USPS. Some people would argue that the catchy phrase "snail mail" is an acceptable expression for non-e-mail correspondence; I would know what is meant. However, for the Coast Guard to use the phrase in an **official** document could lead someone to believe that the Coast Guard takes the position that the USPS delivers mail at snail's pace. This may even lead to the U.S. Navy officially calling us "shallow water sailors."

— ET2 David Heath, USCGR
Seattle, Wash.

Editor's note: An excellent point well taken. In the future, we'll refrain from using the term "snail mail." By the way, the supply of CD-ROMs ET2 Heath refers to has been completely exhausted after a response that amounted to an avalanche of regular and e-mail.

HQ tour an eye-opener

Recently, I had the opportunity to do a 90-day tour in the Office of Law Enforcement (G-OPL) at Coast Guard Headquarters. During the nine-plus hour drive from my home on Cape Cod, Mass., many thoughts ricocheted through my mind as to what to expect at the "Puzzle Palace." I'm not sure that I really came to any specific expectations...however, I can now say that my time at Headquarters was a very positive eye opener. My observations, as an "outsider," found the folks at HQ to be hardworking and committed to the people in the field —



really! In particular, I was very impressed with the Enlisted Force Managers. I recommend anyone who has a question about his or her rate to contact their manager. They like and need to hear from the field.

While I know it is not possible for everyone to do a tour at Headquarters, I would highly recommend it as it can be a great experience and will definitely broaden your Coast Guard perspective.

— PSCS Jeff Smith, USCGR
Orleans, Mass.

Reserve survey results?

Sometime during the winter, I completed a survey that I believe was Coast Guard Reserve-wide. It included questions about reservists opinions on integration. Since then, I have not heard or seen anything about this in any Coast Guard publication. Does *The Reservist* plan to publish the results/findings of this survey in the future?

— MK2 R.T. O'Neill
Atlantic City, N.J.

Editor's note: Absolutely! The results are slated for publication in the September issue of "The Reservist."

Sea duty for reservists?

I recently read a bulletin on the Station Seattle information board. It said that any MK1 or ET1 wanting to make CPO would have to have 18 months of sea service under their belt. I don't know about you, but I sure will not ever have a chance to get that many months underway. How does this affect those of us who want to make chief in the Reserve.

— MK1 Richard White
Seattle, Wash.

Editor's note: Sea service is necessary for the active duty Coast Guard; however, not for the Coast Guard Reserve. See the Reserve Policy Manual (M1001.28), Section 7.C.1 on enlisted personnel. Page 7-C-2 has a chart that lists factors for advancement and sea time is not listed as a requirement. It has always been the CG policy that Reserve members do not have to have the sea time requirement.

Thanks for tribute

We were delighted in reading about our son, Herman Kumangai, in the May 1997 *Reservist* ("Reservist presents memorial plaque to soldier's family.") The article paid tribute to him during Asian-Pacific month and the Memorial Day holiday. Our family thanks you and the USCG's Port Safety and Security Division at Headquarters (G-MPS-2) for honoring his military service. Once again, on behalf of the entire Kumangai family, we express our deepest gratitude to you for giving our family long-lasting memories of the late Capt. Herman Matthew Kumangai.

— *Maria & Francisco Kumangai
Tacoma, Wash.*

Reported first by a Coastie?

I was very interested in your article in the April 1997 issue "The Titanic and the International Ice Patrol." I served as a SPAR during World War II as a Radioman at the 3rd Naval District in New York as did my husband, John. There was a gentleman there that we called Chief Les, although I think he later made Warrant. Les, whose full name was E.O. Leschaseur, was in charge of the communications center where we were stationed. The story is that Les was the first person to report the sinking of the *Titanic*. **but no one believed him** until other persons reported it. At the time of the sinking (April 1912), I do not know if he was in the Coast Guard or not. Still, I thought this might be of interest to the many readers of *The Reservist*.

— *Fern (Postle) Farrington
Orange, Calif.*

Remembering Eniwetok

I read with great interest the article in the March 1997 issue entitled "Another USCG 'Atomic Vet' Remembers Eniwetok" by CAPT J. Richard Hope, USCGR(Ret.). As first prospective and later Commanding Officer, USCGLTS *Ebeye* (Kwajalein Atoll) and a loran contemporary of then ENS *Hope*, I had a similar responsibility of putting a new loran station on the air in time for *Operation Greenhouse*.

I was intimately familiar with ENS *Hope's* difficult situation as a result of the long conversations we had on Kwajalein as he passed through on his

Editor & Chief's Turn



Last winter, I was in a staff meeting discussing upcoming issues when **the idea** first came up. "You know, we should see if we can interview the Commandant for an article this coming summer," said LT Dave Allen, a Reserve Program Administrator (RPA) who has since transferred to D14. "ADM Kramek will have one year to go as Commandant at that point...I think it would be unprecedented for *The Reservist* to interview a Commandant" It seemed a bit far-fetched to me at first, but we went forward with the idea. Quite frankly, I was startled when, early in the spring, the Commandant approved! Questions for the interview were solicited from you, our readers, and some of them were used in the interview that took place June 30 in the Commandant's Headquarters office. The 35-minute interview went well, and ADM Kramek addressed a wide variety of topics. The interview is transcribed in its entirety with a minimum of editing beginning on Page 5. Meanwhile, some of you have asked to see more cutters, planes and other Coast Guard "hardware" in your magazine. So, you'll certainly get your fill with the "USCG Fleet Review." As a closing thought, I think it appropriate to salute RADM Richard M. Larrabee following his departure to his new position as First District Commander, and to welcome RADM Thomas J. Barrett, our new Director of Reserve & Training. Enjoy this issue!

— *PAC Ed Kruska, USCGR, Editor
E-mail: ekruska@comdt.uscg.mil*

way to and from Honolulu. In the end, he and his crew, alone, far from other Coast Guard support, and in the face of great difficulty, accomplished their mission. But then, what else would you expect? They were Coasties!

— *CAPT Virgil W. Rinehart, USCG(Ret.)
Rockville, Md.*

Coastie says thanks...

I was injured when struck by an automobile while out jogging at lunch hour in Washington, D.C. April 4. My elbow was broken, my shoulder dislocated and I received minor head injuries. Although I've recovered well, it is difficult to find the right words to thank all the Team Coast Guard members for all their support after the accident. It is great to know I have so many good friends to count on...how could I **not** get well! The many words of support and encouragement were overwhelming. Thanks again for being there for me. I am truly a lucky person to have friends like you.

— *CWO2 Margie Jackson, USCGR
Baltimore, Md.*

Editor's note: CWO2 Jackson was crossing a street near the Tidal Basin when a car fleeing U.S. Park police struck her. She was taken to George Washington University Hospital and released the next day.

Reaching higher

Altus Tendo is the motto of the Coast Guard's Chief Petty Officers Academy at TRACEN Petaluma, Calif. It means "reach higher" and that is exactly what I felt MCPO Gary Wilhelm and his staff of five had me doing for six weeks while attending the Academy as part of Class XLI this past winter. Physically, I was pushed to my limit and encouraged to reach beyond those limits. Mentally, I was kept busy on many fronts. I was encouraged to reach out beyond my comfort zone and grow! And, as the only reservist as well as the oldest class member, I added to the diversity of the group. For me, attending the CPO Academy was a significant life event and I highly recommend it.

— *SCPO Seymour Bradley, USCGR
New Haven, Conn.*



MCPO Dave Abbott, PACAREA Reserve CEA, left, SCPO Bradley, center, and RADM J. Timothy Riker, Senior Reserve Officer, PACAREA at CPO Academy Class XLI graduation dinner.

SCPO Seymour Bradley, USCGR



A View From the Bridge

By Rear Admiral Thomas J. Barrett, USCG

Director of Reserve & Training (G-WT)



I am delighted to greet you as the Coast Guard's new Director of Reserve and Training, and especially pleased to do so in an issue featuring our Commandant, ADM Robert E. Kramek. This is the first time I can recall a Commandant doing such an extensive interview for *The Reservist*. It indicates his personal, high regard for your contributions to keeping the Coast Guard "Always Ready." The interview is a great view "from the top" — it begins on page 5.

For my part, I first want to thank you for your superb dedication and service to the Coast Guard and to America. At the end of a long work-week, I can get pretty tired. Family and community responsibilities add more demands

I don't want to ignore. I find it hard to imagine turning around several days each month, as most of you do, going to another job at a unit, and giving the Coast Guard 110 percent effort. In mid-June I met the Reserve Enlisted Person Office of the Year, BM1 Paul Kohl, from Station New Haven, Conn. It was clear from talking to him that, like many of

you, to earn and keep up his qualifications he put in many extra Coast Guard hours. He told me he gives so much because he believes so strongly in what the Coast Guard does, and in the contributions he makes as a coxswain. Like BM1 Kohl, you may work part time for the Coast Guard, but I know that you are more than full-time dedicated and committed. I am very proud to associate with you and the Reserve families and employers who support you.

My primary focus will be to help you be "ready" so you in turn help the Coast Guard be "Always Ready." To me, this means helping you improve professional skills, and helping provide support for you, your families and employers, so it is easier for you to do Coast Guard work. If we do this together with integrity and professionalism, the Coast Guard, including its Reserve Component, will achieve continued success as the world's premier maritime service.

In the brief time I have been on the job, I have been very impressed by the quality of the people I have met and by the integrated Reserve program RADM Larrabee turned over. We can build on past efforts and support the Commandant's goals for the Coast Guard without major direction shifts. Over the past three years, the Coast Guard Reserve has been highly innovative, and today is the military service leader in Total Force Integration. Demand for Reserve support across the spectrum of Coast Guard missions is growing, and every day, reservists are stepping up to meet the need. You have great senior Reserve leadership in Rear Admiral's Schneider and Riker and MCPO Phillips. I look forward to working closely with them and with you. The more I learn about your contributions, the more I see the Reserve and each of you as very proud members of Team Coast Guard...and rightly so!

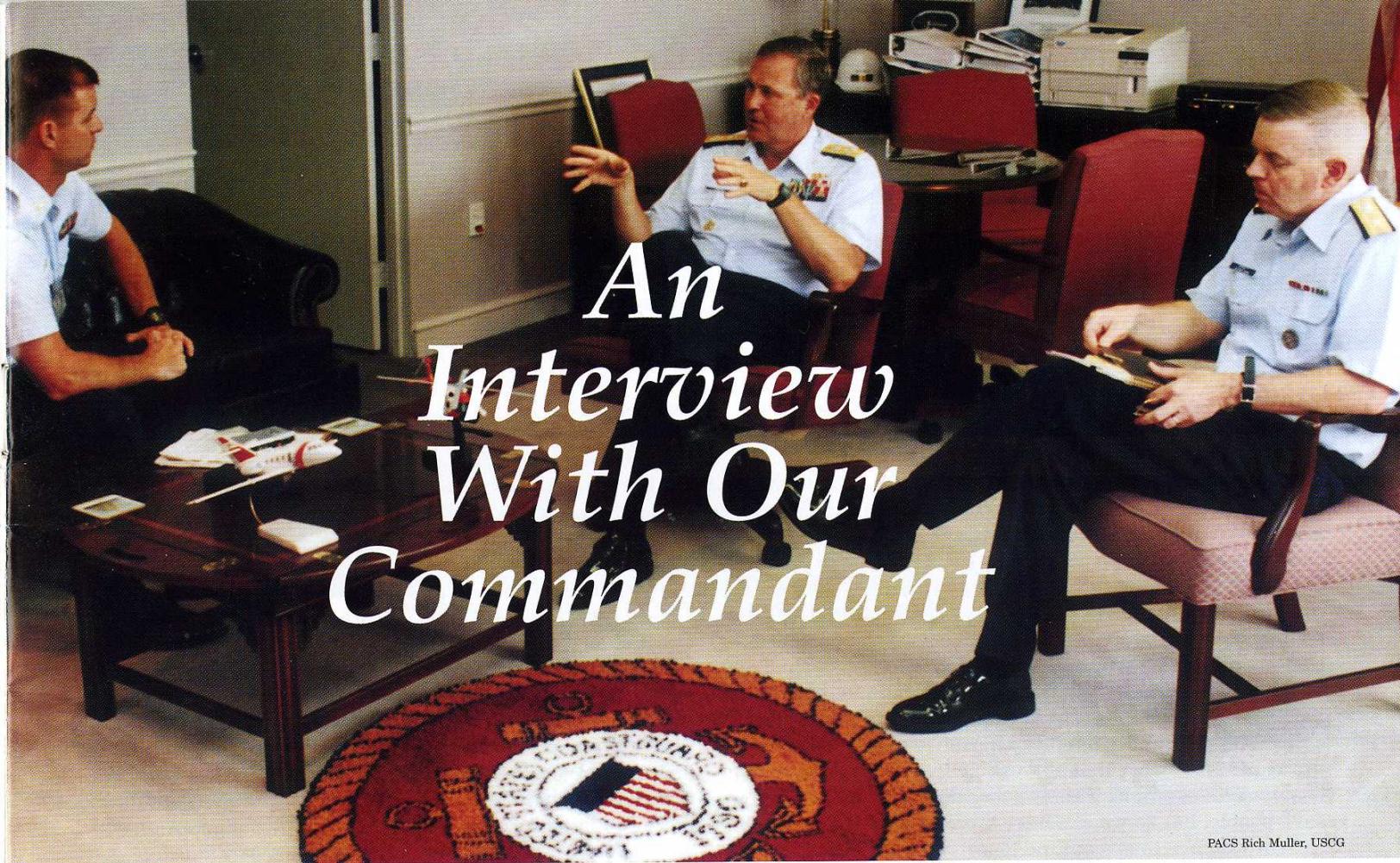
RADM Barrett's Biography Highlights

- Officer Candidate School, RTC Yorktown, Va., January 1969.
- Deck Officer, CGC *Chase* (WHEC-718), with Vietnam service.
- D13 staff, Seattle, Wash.
- J.D. with honors, George Washington University, 1976.
- Staff attorney, District Legal Officer, D17.
- XO & CO, USCG SUPCEN Kodiak, Alaska, 1985 & 1991, respectively.
- Army War College, Carlisle, Pa., 1989.
- Special Assistant to Chief Counsel, 1989.
- Deputy Chief, Office of Personnel & Training, 1994-1996.
- Deputy Commander, MLCLANT, Norfolk, Va., 1996-1997.
- **Awards:** Legion of Merit (3), Meritorious Service Medal, CG Commendation (2), CG Achievement Medal, Vietnam Service Medal.

Changing of the Guard at CGHQ...



Besides being transfer season for the Coast Guard, summer is also the time when the USCG honors its Enlisted Persons of the Year. Shown left to right in this photo taken June 16 at CGHQ are RADM Richard M. Larrabee, transferring to Boston as First District Commander; BM1 Paul Kohl, of Station New Haven, Conn., national Reserve Enlisted Person of the Year; James Kohl, BM1 Kohl's son; MCPO Gary Crocker, D1 Reserve Command Enlisted Advisor; and RADM Thomas J. Barrett, incoming Director of Reserve & Training.



PACS Rich Muller, USCG

An Interview With Our Commandant

ADM Robert E. Kramek, center, makes a point during a June 30 interview with Reservist editor

PAC Ed Kruska, left. Seated at right is RADM Thomas J. Barrett, new Director of Reserve & Training.

Admiral Kramek, thank you for taking time out of your busy schedule to talk with our reservists. This is a historic interview for The Reservist. By looking through many back issues, we could not find one where the Commandant was interviewed for this magazine. To begin, how would you rate the success of Reserve integration and what do you think it does for the Coast Guard?

Well, I think Reserve integration is a resounding success. It helps us provide service to the public using our citizen-Coast Guard personnel. At the same time, we are a Service that is a good steward of the taxpayers' money. By integrating reservists with our active duty forces, we eliminate, in my view, a lot of unnecessary overhead. That was the overhead of a whole training bureaucracy that was required just for reservists. Now they get up-to-date training and they become more involved in the real-day Coast Guard. It eliminates a barrier and I think that is important. That is, to bring our reservists and our active duty closer together. I mean, there shouldn't be any distinction other than somebody doesn't work full time as far as training of Reserve versus active duty is concerned.

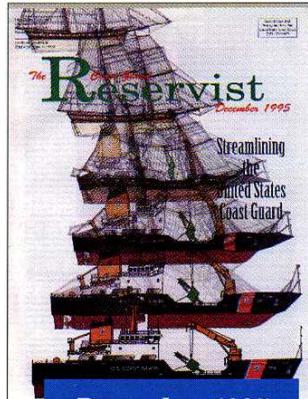
It had some downsides. It eliminated some senior leadership positions which were command positions in the

Reserve. I know some lieutenant commanders, commanders as well as captains in the Reserve that I talked to were disappointed that they couldn't finally aspire to that leadership position. I think that was the initial view. It was true in some cases. But as I've traveled about in the last six months, a lot of commanders, particularly in the Reserve, have come up to me to tell me what a success it is because for the first time they're really doing readiness planning on a district staff or an Area staff. They are excited about what they are doing because it is real-world work, and they feel like they are contributing. So, I think it is a resounding success.

Many Coast Guard members are concerned that although we streamlined, we may have done more than was necessary or required, and feel that this has negatively impacted morale. What are your thoughts on this? Do you foresee the need for further cuts in the near future?

That is a very complex question. First of all, let's talk about morale. Morale is good. What our people are worried about is they have to do more with less in a negative sense which means they have to work harder. That's not what we hoped to achieve with streamlining. Every talk, every all- ➔





**December 1995
cover story:
Streamlining the
USCG.**

hands meeting I have, I tell them I don't want them to do more with less from the standpoint of working more. I want to reduce the number of hours our small boat units work from 83 hours a week to 68. Sixty-eight is enough, I think. Yet, since we streamlined, we've only reduced that number from 83 to 81. So, I'm very concerned about that. In order to provide the same level of services with 4,000 less people, and \$400 million less a year in operating expenses, we have to work smarter using the technology that the service is providing — the new buoy tenders, differential GPS, new high-

speed aircraft, the new boats we're building are all good examples — but we're slow bringing them on-line.

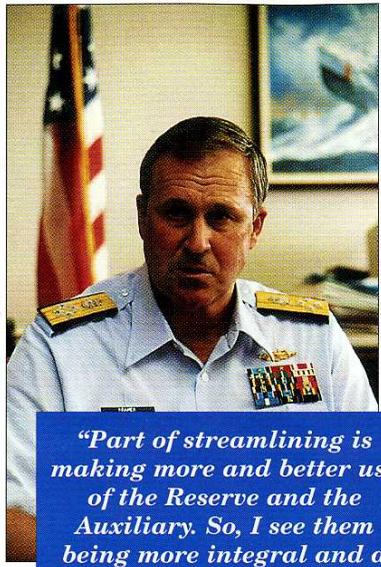
We streamlined the people first. The Standard Workstation III isn't fully on line yet and it won't be until the year 2000. Until we can all take advantage of that new technology, we'll probably have to live with the perception that people are having to work harder. I don't like that, so I've asked the Chief of Staff to accelerate Standard Workstation III. I've established four pilot programs on ships to make quality operational, so we can review our processes on how we do our work aboard ships and patrol boats, as an example. This is being done not necessarily to save people, but so we can have more time elsewhere.

Will we have to streamline more? We will streamline more whenever we think it is a good management decision to do so. I'll give you an example. I think when Differential GPS is totally deployed, and anywhere within 200 miles of any of the waters of the United States, including Hawaii, the Aleutians and the Caribbean, that mariners can tell within five-meter accuracy of where they are all the time, I

think then it will take less Coast Guard ships, buoy tenders, buoys, aircraft to search for people.... So, I think as we use this tremendous satellite technology, which is a \$6 billion investment by the Department of Defense, we can probably save the taxpayers some more money as we become more efficient.

At the present time, I don't foresee a need for further cuts. Rather, I see a need for more personnel to deal with the increased missions we've been given. In the 1998 budget that is before Congress for approval now, the president authorized the Coast Guard an increase in funding and people (over 400 more people). I just presented that to Congress, the House just passed it and I'm waiting for the Senate. I expect to get 400 more people to do things like manage our housing program and provide permanent forward operating bases for our increased patrol boat efforts in the war on drugs, rather than having to use TAD people. So, I've asked for more people and I see them coming in the budget. And, so I guess we can call that anti-cutback.

We streamlined about as best we could do with the knowledge we had at the time. There will be more opportunities as we find out about better technology. But in the meantime, if anybody gives us more missions, we need more people and resources than we have. So I don't see any cutbacks. Rather, I see potential increases for everything.



PACS Rich Muller, USCG

"Part of streamlining is making more and better use of the Reserve and the Auxiliary. So, I see them being more integral and a bigger part of the future than they are now."



*A view of the
Commandant's "home,"
CG Headquarters in
Washington, D.C. during
cherry blossom season.*

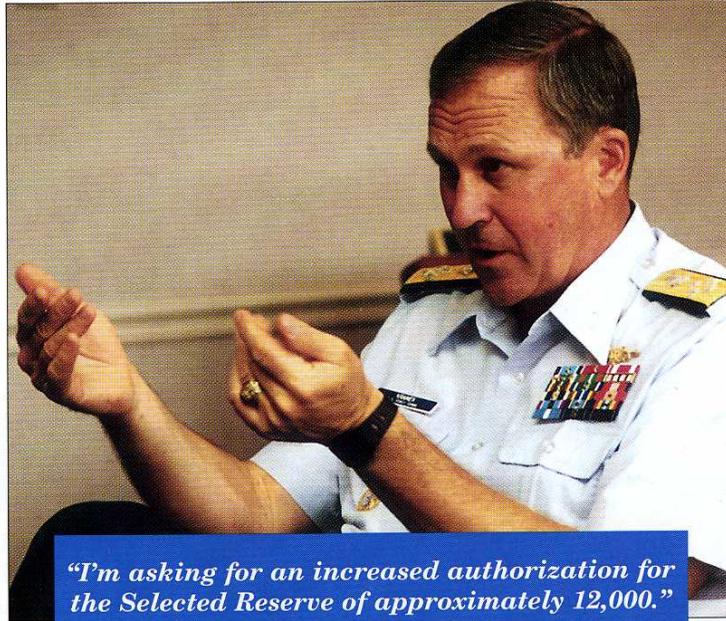
Lisa M. Kruska



Can you provide a brief Coast Guard budget overview for FY98 and beyond and how that budget picture affects the Coast Guard Reserve?

Let me answer that question in the context of cutbacks. We put together a vision for the Coast Guard called *Vision 2020* that looks out to the future. It's not published yet, so I don't have it yet, although I have approved some of the drafts. I expect it to be published near the end of the summer. Our future missions are going to be non-traditional in the Department of Defense sense, but traditional for us — more migrant interdiction, more fisheries patrols, more counter-drug operations. In addition, we will be operating jointly with the Department of Defense to train foreign navies to be coast guards. We will be more ready to operate jointly in the Navy's *Forward from the Sea* in providing Port Security Units and Harbor Defense Commands. That is why we've increased the number of port security units to six, and that has potential to go even higher. I've asked for money in the 1998 budget not only for funding port security units four, five and six, but in the 1999 budget, which I just sent forward to the Department last week, I'm asking for an increased authorization for the Selected Reserve of approximately 12,000. I'm going to ask for 8,000 to be appropriated, that is, money to fund 8,000. That's because I don't see us having to do all of the things we need to do at the same time. The way it shakes out, if you look at the study, and we have to be worried about the taxpayers' purse, so many things would have to happen at the same time to need all 12,000. You need to have a Korean conflict, Iraqi conflict, you'd have to have a hurricane and an earthquake, and a couple other things all at the same time to need that many. I don't think that's going to happen. If it does, the whole country is going to mobilize, and somebody is going to give us a lot more. So, I thought it was prudent that we could do our job with about 8,000 reservists. That's what it looked like to me.

The 1998 budget we asked for was to conduct current services to the public, plus a slight increase to improve the quality of life of our people in their housing, their health care, pay increases and things of that nature...and a slight increase to do more counter-narcotics programs like the president asked us to do. That much is going to be approved. It's already been approved by the House and I expect it will be approved by the Senate as well. I see the same type of budget going forward from now until the year 2002, because we are required to reduce the federal deficit. This means that all federal agencies are going to be what I



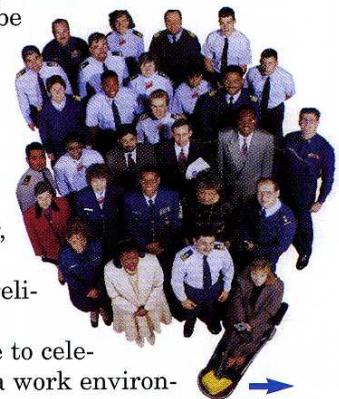
"I'm asking for an increased authorization for the Selected Reserve of approximately 12,000."

call "flat-lined." Current services means all the missions we do for America today we'll have to do every year from now until the year 2002. If we get new missions, I'll ask for more money. Now, having said that, our current services budget requires increases or you have to make what I call flat-line services. I'll explain what I mean. Each year, if the Coast Guard did in 1999 exactly what we're going to do in 1998, it would cost us about \$70-\$100 million more because of inflation...because of our pay raises and cost-of-living increases. We don't get any new money for those

things and we're expected to find efficiencies because we are a quality organization, because we're good managers, in order to pay for those efficiencies. So whatever future streamlining, we call them cutbacks, or savings we make, we have to make in order to pay for cost-of-living increases and things like that. I think that's what we're going to have between now and the year 2002 and we're positioned to deal with that.

One of your goals as Commandant has been to "place diversity in the Coast Guard at center stage." However, the terms "diversity" and "civil rights," lumped together, tend to become merely compliance and legal requirements. Can you clarify the difference? Where do you think we are toward achieving the optimum diverse workforce?

That's a good question. I think that the common definition of diversity that is understood by most Americans is not the diversity that I talk about when I want to make diversity center stage in the Coast Guard. We're making diversity management center stage in the Coast Guard. It's **bigger** than just making the Coast Guard look like America. It's bigger than *Workforce 2015* which is part of our diversity program. It's creating a work environment where all people can be successful. It's the reason for the cultural audit. Diversity management means that we should celebrate the differences between all people...tall ones and short ones, reserve and active duty, civilian and military, auxiliary and regular, black and white, Hispanic and Asian, men and women, different religions. All the different things that Americans have, we should be able to celebrate their differences and create a work environ-



ment where all those people, working together, can be successful with a goal of being the premier maritime service in the world. Diversity at center stage to me means you can't be the premier maritime service in the world unless you have the best people. You can't get the best people unless you have a work environment that attracts everybody in America...*all* the population, because we need to select the best from the entire population. To do that, we have to remove any cultural barriers we have toward getting ahead in our organization. That's what diversity at center stage means, and making it center stage means as the leader of the Coast Guard, I'm going to keep leading the Coast Guard in that direction. And every time I see that it isn't on center stage, I grab it and put it back on center stage. I have to do that about every two months. I really do!



Here are three of the Coast Guard's best! Shown above are Enlisted Persons of the Year, BMI Paul Kohl (Reserve), left, and MKC Darrell Dewitt, (Active) at a ceremony honoring them at Fort Myer, Va. June 20. At right, LCDR Nancy Mazur, USCGR, is this year's Williams Award recipient, given for achievement in diversity management.



LCDR Nancy Mazur, USCGR

Admiral, so far you've talked about two of your eight goals that you published shortly after you became Commandant — streamlining and diversity. How would you grade the remaining six on the "A to F" scale? Please comment on each and how the Coast Guard Reserve can support these goals.

■ Leadership — B+ — Well, I think overall, we're doing a pretty good job in this area. With the creation of the Leadership Development Center (LDC) at the Coast Guard Academy in New London, Conn., we will be consolidating our various leadership training elements into one location for the first time ever. I am convinced this will reap immeasurable long-term benefits to the Coast Guard.

■ Strong Response Capability — A+ — We have been Semper Paratus in everything we've done in these last three years. So much so to the extent that we have a wonderful reputation with the American people, Congress, and the Administration. That's probably the best thing we've done. We've responded to hurricanes, TWA 800, Haitian-Cuban migrations, the war on drugs, to every eight minutes rescuing somebody. That's our business — response.

■ World's Premier Maritime Service — A- — I think

we're almost there. I think we're missing one element and that's the type of strong leadership we need to display in waterways management. I think we're there in the way we manage our merchant marine, manage our boating safety program, work jointly as a member of the Armed Forces being the only Armed Force with law enforcement authority, being the world leader in search and rescue (SAR), being the world leader in

navigation assistance; we're about there. So overall, I would give us an A- in this area.

■ Intermodal Partnership with DOT — A+ — We are a very important part of the Department of Transportation. I think that there were some doubts maybe eight years ago, but I think my predecessor, ADM Kime, did a lot to bring us closer to the department and it's been a major goal as you mention here for me. But we are valued by the Department of Transportation — they consider us the leading agency in the department in the way we manage our budget, and the Government Performance and Results Act, in the National Performance Review, in Strategic Planning. When the Secretary of Transportation gave the Gold Medal to the entire Coast Guard (it usually goes to an individual), for the most outstanding performance in the Department of Transportation, he said, "If every mode of the Department of Transportation could be Semper Paratus, I would be happy." So that sums it up.

■ Quality Management — B — We thought the quality journey would take five years. It's going to take 10 years! I'm pleased with where we are. We cannot be a successful organization unless we are a quality organization as far as an organization in the Executive branch of government today. Our people would be surprised if they knew what a quality group they were. I don't think they realize it because quality is embedded in almost everything we do now. We need to do two major things. We need to take quality operational. We're in the process of the first step in doing that by prototyping three or four ships this year. I've relieved those commands of all the burden of the tremendous Coast Guard regulations and responsibilities and procedures. Plus, commanding officers have now been allowed to take everything they do on a ship and turn it into a process...getting underway, preventative maintenance of the machinery, launching and retrieving a boat, navigating.



And the crew will be able to figure out what they need to do to improve that process so they don't have to work as hard. How does that process then need to be improved or does it need to be changed? We really need to do this so that we can properly support the ships of the future that we are building...the new buoy tenders and the new replacement for the high endurance cutters.... By taking quality operational, I think we will finish the last phase of our quality program and that should position us for where we need to go in the future. That would be the gauge I would use to give us our mark in quality, that and whether we're Baldrige Award winners. I think we're two-thirds to three-fourths of the way there to being a Baldrige Award winner. So, I give us a "B" in this area. Actually, an "A" for effort, but "B" for execution.

■ Pursuit & Exploitation of New Technology — C — We have to do a lot better in this area. Our research and development budget is paltry. I mean, it's less than \$20 million a year. I really don't even consider it research. We're only allowed to develop things that other people have researched that might have application to us like Differential GPS. We're going to have to make much better use of technology and deploy it faster into our Service in order to achieve the gains. Standard Workstation III, Differential GPS, and automation of our ships and aircraft are all examples. Other navies and coast guards similar to ours are able to operate with 50 percent of the personnel that we have. We are labor intensive because our culture is one that we always want to be self-sustaining. We want to take everything with us that we think we need so we can be high

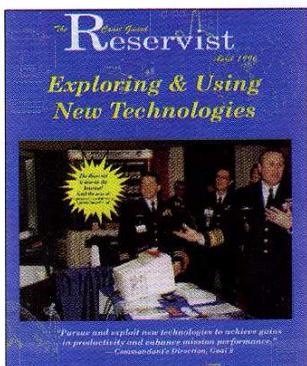
endurance all the time. You can substitute technology for some of that now. You don't have to take a whole library of technical publications with you on a journey along with troubleshooter technicians if you have satellite communications to the manufacturers of your ship's machinery. With that capability, your problems can be diagnosed immediately using computers, modems and satellite communica-

A Report Card On The Commandant's Goals

When ADM Kramek became the Coast Guard's 20th Commandant June 1, 1994, he set forth eight goals. During this interview, he assessed each goal, giving them letter grades and comments.

- √ **LEADERSHIP.....B+** *"Making steady progress"*
(Goal 1)
- √ **DIVERSITY.....B+** *"Working to keep it center stage"*
(Goal 2)
- √ **STREAMLININGA-** *"Did the best we could with knowledge at the time"*
(Goal 3)
- √ **STRONG RESPONSE ..A+** *"Great reputation, best thing we've done!"*
CAPABILITY (Goal 4)
- √ **WORLD'S PREMIERA-** *"Almost there...must improve waterways management"*
MARITIME SERVICE (Goal 5)
- √ **INTERMODALA+** *"We're leading DOT agency"*
PARTNERSHIP WITH DOT (Goal 6)
- √ **QUALITY.....B** *"Pleased with where USCG is in quality journey"*
MANAGEMENT (Goal 7)
- √ **PURSUE & EXPLOITC** *"Have to do a lot better"*
NEW TECHNOLOGIES (Goal 8)

tions. Merchant vessels do it. They are on board with making greater use of simulators, and greater use of information systems. We need to do a lot better in technology. ➔



ADM Kramek was featured on the April 1996 cover on technology.



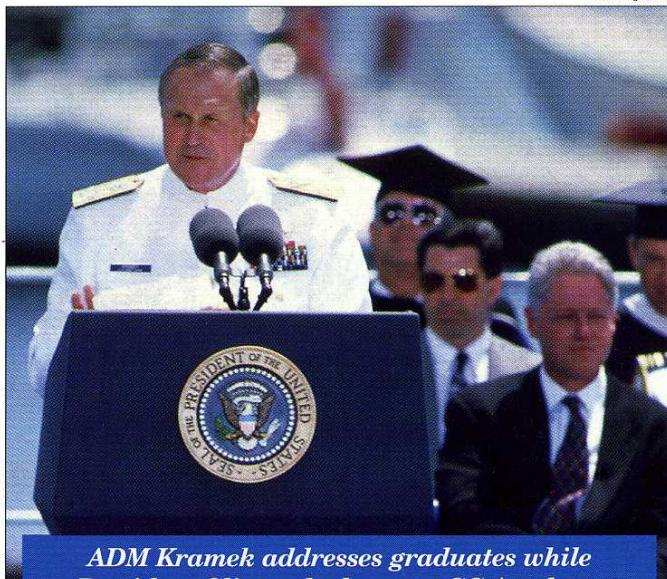
Your successor will take the helm in approximately one year. Where do you see the Reserve component heading during the next five to 10 years?

The Reserve component is going to be more important than it is today. And so is the Auxiliary. And it has to do with better government, streamlining, and integration. You cannot maintain service to the public, reduce the Coast Guard by 4,000 people, and meet mobilization requirements into the 21st century without making better use of the Reserve. Now that they're integrated and learning real-time Coast Guard duties, while they're not mobilized because there is no war, other than exercises, then they can be used to augment the active duty. So, they'll be crucial for bringing down that workload at small boat units, as an example, from 81 hours down to 68. They'll be crucial for putting together the readiness plans we need as we reduce the size of the districts and make them "district lites" in the reorganization of the field units. They're much more crucial now than ever before. We need them in an integrated fashion to do our everyday work and both the Administration and Congress know that. Part of streamlining is making more and better use of the Reserve and the Auxiliary. So, I see them being more integral and a bigger part of the future than they are now.

What would you like to accomplish in your last year? What do you see as your legacy? What has been your proudest accomplishment(s) to date?

My proudest accomplishment to date is keeping the Coast Guard ready and Semper Paratus to do its job in an era of significant reduction in force, budget cuts and everything else. We've kept our forces on the line in surf and storms and howling gales and we've done our job, and I'm proud of that. Coast Guard men and women should be proud of that. I think that is the most important thing.

What do I see as the biggest challenge for me over the last year? I'm very happy with what we've done with living our vision. I'm very happy on where we've gone with proceeding on our goals. While that's not quite over, I'm still going to monitor that to make sure that we're on track. I'm still going to make sure we keep diversity center stage. But the most important thing I'm going to do this next year is make sure that we completely describe the strategic vision for the Coast Guard for the future — *Vision 2020*. That's a strategic plan where we can successfully design and define the new cutters, aircraft, and C4I [Command, Control, & Communications Computer Information] systems we need, and the type of people needed to support them. The president has given us an opportunity with his "bridge to the 21st century." What I am going to do this next year is make



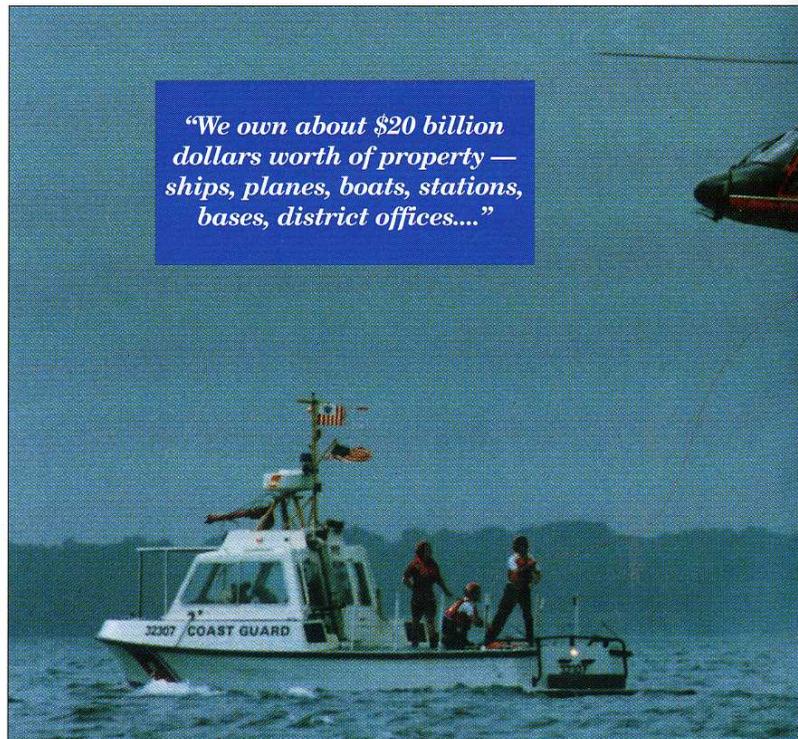
ADM Kramek addresses graduates while President Clinton looks on at CG Academy Commencement in New London, Conn., May 1996.

sure we thoroughly describe what's on the other side of that bridge for the Coast Guard, so we'll all know what the future is for us and we can all continue on with our plans. That's everything from *Workforce 2015* to the concept of exploration to our deepwater capabilities of ships and aircraft that we're going to use.

Admiral, a large section of this issue is devoted to a "Fleet Review." How is the Coast Guard doing as far as infrastructure...that is cutters, planes, helicopters, buildings?

That's the weakest part of our budget. When you asked me the budget question before, my answer was really an answer for our operating expense portion of our budget. We own about \$20 billion worth of property — ships, planes, boats, stations, bases, district offices... you name it. In order to recapitalize a physical plant that big, you usually have to spend about five percent of its value each year. That's a billion dollars a year. Our AC&I [Acquisition, Construction & Improvements] budget is about \$370 million this year, a little more than a third of what we really need to recapitalize. So how in heaven's name are we going to replace our deep water capability, that is, high endurance and medium endurance cutters, helicopters and fixed-wing aircraft, when it's going to cost probably over \$10 billion for that. At \$350 million a year, if that's all we did, it would take us 30 years to replace all of that. We don't have

"We own about \$20 billion dollars worth of property — ships, planes, boats, stations, bases, district offices...."





Clockwise from below: ADM Kramek at RTC Yorktown, Va. June 26, 1997. • ADM Kramek with retired Coast Guardsman Jack Campbell at 50th anniversary of V-J Day, in D14, Sept. 2, 1995. • A light moment for ADM Kramek and RADM Larrabee at HQ, June 18, 1997 • Stained glass in Commandant's office.

that kind of time. So our real challenge is going to be, first, come up with very very efficient designs for our high endurance cutters and planes. Our maritime patrol aircraft have to stay out there for eight or nine hours. A high endurance cutter is going to have to stay out there for 60 days. We're going to have to cost one-fourth of what the Navy's comparable units cost, and they're going to have to be manned with less than half the people a Navy ship or aircraft has. And how are we going to do that? Using high technology with commercial standards like we have with our new buoy tenders. That's going to be our real challenge, to get the ships and the planes of the future. But, I think overall, we'll have less of them, not a lot less, but let me give you an example. We are replacing our large and medium buoy tenders, 37 vessels with 30, with the capability to do the same job with about two-thirds of the crew size. That's what we'll do with the high and medium endurance cutters fleet and aircraft at our disposal. We have to work smarter using information technology. But we're going to have to make a really good case before the American people, before the Administration and Congress, to give us almost a billion dollars a year for 10 years to recapitalize our fleet.



Jack Campbell



Richard Lanterman

That's why *Vision 2020* is so important. That's the case we have to make in *Vision 2020*.

Over the years, ideas come and go. Do you see the term "Team Coast Guard," which you institutionalized in 1994, as one that will endure? And why?

I think it will endure because I didn't come up with the term. The Coast Guard came up with the term. Reservists and auxiliarists came up with the term before the active duty. It had to do with the fact that when we were looking at having to streamline, we could see that we were going to have to make much greater use of the Auxiliary, Reserve, and our civilians. In order to have a working environment where all people could be successful, we were going to have to eliminate the barriers between Reserve and active duty (and I'm including myself), our civilians and auxiliarists. It was going to have to be a team effort or we weren't going to make it. So our men and women coined the term *Team Coast Guard*. I didn't. I use it in all of my speeches and they say it. But I can tell you, if I go somewhere...in fact, I was in Yorktown on Thursday (June 26) and Boston on Friday (June 27)... and if I don't say *Team Coast Guard* and mention them all, they let me know immediately after the speech. They follow me right out the door to let me know I might have forgotten somebody on the team and they're very proud of it. I looked at muster during RADM Linnon's change-of-command ceremony and noticed the honor platoon had **everybody** in it — active duty, reservists, and auxiliarists. After the ceremony, four civilians came up to me and thanked me very much. They told me that in the 32 years they've worked in the Coast Guard, that only over the past two years have we acknowledged the contributions of civilian employees as part of the team. The men and women of the Coast Guard coined the term *Team Coast Guard*. It didn't come from me...I'm delighted with that. That's absolutely terrific!

★★★★



PA1 Jeff Crawley, USCGR



The term *Team Coast Guard* was introduced by the Reserve two years before the Commandant made it official via ALCOAST 078/94. This *Reservist* cover is from May/June 1992.



Fleet COAST GUARD Review

BMC Mark Allen, USCGR

High-Endurance Cutters (WHEC)

Overview

The 12 ships in the *Hamilton* class are the most sophisticated cutters in the Coast Guard inventory. They were commissioned in the late 1960s and early 1970s and have as their principal missions law enforcement, defense operations, and search and rescue. Roles within the law enforcement mission include fisheries enforcement, drug interdiction, and illegal immigration interception. Commencing in October 1985, the *Hamilton* class began an extensive FRAM (Fleet Rehabilitation and Modernization) program which included upgrading the cutters' radar, fire control systems, weapons, sensors, and helicopter flight deck facilities. The last cutter completed fleet rehabilitation and modernization in September 1992.

HEC Fast Facts

Displacement: 3,300 tons full load
Length: 378 feet
Beam: 42 feet
Speed: 29 knots
Power Plant: Two diesel engines, 7,000 bhp, and two gas turbines. Two controllable pitch propellers.
Armament: One MK75/76 Oto Melara, two 25 mm, CIWS, 2-MK-30 Super RBOC launchers.
Aircraft: LAMPS I helicopter, HH-65
Complement: 167
Builder: Avondale Shipyards

Hamilton Class

Hull Number	Homeport	No. RPAL Billets*
WHEC 715 <i>Hamilton</i>	San Pedro, Calif.	0
WHEC 716 <i>Dallas</i>	Charleston, S.C.	4-O; 26-E
WHEC 717 <i>Mellon</i>	Seattle, Wash.	0
WHEC 718 <i>Chase</i>	San Pedro, Calif.	0
WHEC 719 <i>Boutwell</i>	Alameda, Calif.	0
WHEC 720 <i>Sherman</i>	Alameda, Calif.	0
WHEC 721 <i>Gallatin</i>	Charleston, S.C.	4-O; 29-E
WHEC 722 <i>Morgenthau</i>	Alameda, Calif.	0
WHEC 723 <i>Rush</i>	Honolulu, Hawaii	0
WHEC 724 <i>Munro</i>	Alameda, Calif.	0
WHEC 725 <i>Jarvis</i>	Honolulu, Hawaii	0
WHEC 726 <i>Midgett</i>	Seattle, Wash.	0



CGC *Morgenthau* (WHEC 722), Hamilton Class

RPAL = Reserve Personnel Allowance List; O = Officer; E = Enlisted

Medium-Endurance Cutters (WMEC)

Overview

There are 13 *Famous*-class cutters currently in commission; the first one, *Bear* (WMEC 901), entered service in 1983. *Famous*-class cutters are primarily assigned law enforcement, defense operations, and search-and-rescue missions. Their law enforcement missions have included drug and illegal immigrant operations and fisheries enforcement activities. These ships are the most modern and advanced medium endurance cutters. They are equipped with a sophisticated command, display, and control (COMDAC) computerized ship-control system which provides for maximum operational effectiveness with reduced crews. They also have a modern weapons and sensor suite and can support and hangar one

HH-65A or LAMPS I, or HH-60J helicopter. These ships also can land LAMPS III helicopters. The 16 *Reliance*-class cutters are primarily assigned law enforcement and search and rescue missions. They can support one HH-65A helicopter, but no hangar is provided. All ships of the class have undergone or will undergo Midlife Maintenance Availability (MMA) during the next several years. The purpose of MMA is to upgrade machinery and equipment in order that the class may remain mission capable, supportable, and reliable for the second half of its service life. The *Storis* and *Divers* class round out the WMEC fleet with one each.



USCG photo

CGC Northland (WMEC 904), Famous Class

Reliance Class Fast Facts

Displacement: 1,120 tons full load
Length: 210.5 feet
Beam: 34 feet
Speed: 18 knots
Power Plant: Two diesels, two shafts, 5,000 bhp
Armament: One MK38/25mm machine gun, two .50-caliber machine guns
Aircraft: One HH-65A helicopter
Complement: 75
Builder: WMEC 615-617, Todd Shipyards; 618, Christy Corp.; 620-624, 626-627, American Shipbuilding; 619, 625, 628-629, Coast Guard Yard, Baltimore, Md.

Famous Class Fast Facts

Displacement: 1,820 tons full load
Length: 270 feet
Beam: 38 feet
Speed: 19.5 knots
Power Plant: Two diesels, two shafts, 7,300 bhp
Armament: One Mk75/76 mm gun, two .50 caliber machine guns, two MK36 Super RBOC chaff launchers
Aircraft: One HH-65A or LAMPS I helicopter, one HH-60J helicopter
Complement: 100
Builder: WMEC 901-904, Tacoma Boatbuilding Co.; WMEC 905-913, R.E. Derektor of Rhode Island Inc., Middletown, R.I.

Famous Class

<u>Hull Number</u>	<u>Homeport</u>	<u>No. RPAL Billets</u>
WMEC 901 <i>Bear</i>	Portsmouth, Va.	0
WMEC 902 <i>Tampa</i>	Portsmouth, Va.	0
WMEC 903 <i>Harriet Lane</i> ..	Portsmouth, Va.	0
WMEC 904 <i>Northland</i>	Portsmouth, Va.	0
WMEC 905 <i>Spencer</i>	Boston, Mass.	0
WMEC 906 <i>Seneca</i>	Boston, Mass.	0
WMEC 907 <i>Escanaba</i>	Boston, Mass.	0
WMEC 908 <i>Tahoma</i>	New Bedford, Mass.	0
WMEC 909 <i>Campbell</i>	New Bedford, Mass.	0
WMEC 910 <i>Thetis</i>	Key West, Fla.	0
WMEC 911 <i>Forward</i>	Portsmouth, Va.	0
WMEC 912 <i>Legare</i>	Portsmouth, Va.	0
WMEC 913 <i>Mohawk</i>	Key West, Fla.	0

Storis/Divers Class

<u>Hull Number</u>	<u>Homeport</u>	<u>No. RPAL Billets</u>
WMEC 38 <i>Storis</i> (Storis Class).....	Kodiak, Alaska.....	0
WMEC 167 <i>Acushnet</i> (Divers Class)	Eureka, Calif.	0

Reliance Class

<u>Hull Number</u>	<u>Homeport</u>	<u>No. RPAL Billets</u>
WMEC 615 <i>Reliance</i>	New Castle, N.H.	0
WMEC 616 <i>Diligence</i>	Wilmington, N.C.	0
WMEC 617 <i>Vigilant</i>	Cape Canaveral, Fla.	4-E
WMEC 618 <i>Active</i>	Port Angeles, Wash.	0
WMEC 619 <i>Confidence</i>	Cape Canaveral, Fla.	0
WMEC 620 <i>Resolute</i>	St. Petersburg, Fla.	0
WMEC 621 <i>Valiant</i>	Miami Beach, Fla.	0
WMEC 622 <i>Courageous</i>	Panama City, Fla.	0
WMEC 623 <i>Steadfast</i>	Astoria, Ore.	0
WMEC 624 <i>Dauntless</i>	Galveston, Texas	0
WMEC 625 <i>Venturous</i>	St. Petersburg, Fla.	0
WMEC 626 <i>Dependable</i>	Portsmouth, Va.	0
WMEC 627 <i>Vigorous</i>	Cape May, N.J.	0
WMEC 628 <i>Durable</i>	St. Petersburg, Fla.	0
WMEC 629 <i>Decisive</i>	Pascagoula, Miss. (in MMA)*..	0
WMEC 630 <i>Alert</i>	Astoria, Ore.	0

* MMA — Midlife Maintenance Availability



USCG photo

CGC Courageous (WMEC 622), Reliance Class



Icebreakers (WAGB)

Overview

Two cutters represent the nation's entire polar icebreaker fleet. At 399 feet, the two *Polar*-class vessels, *Polar Star* (WAGB-10) and *Polar Sea* (WAGB-11), built in 1975 and 1977, respectively, are the largest cutters operated by the Coast Guard. These cutters are capable of continuous progress through ice six feet thick at a speed of three knots. Congress provided funds in the FY 1990 DOD budget for the construction of an icebreaker to replace the

decommissioned *Wind*-class icebreakers; a contract was awarded to Avondale Industries, New Orleans, La. Detailed design/construction of the *Healy* class began in July 1993 with anticipated delivery in FY1998, but no homeport has yet been determined. The icebreaker *Mackinaw* (WAGB 83), the only ship of the *Mackinaw* class, was built in 1944, and is configured for Great Lakes operations.



CGC *Polar Star* (WAGB 10), Polar Class

Polar-Class Fast Facts

- Displacement:** 13,190 tons full load
- Length:** 399 feet
- Beam:** 84 feet
- Speed:** 20 knots
- Power Plant:** Three gas turbines, six diesels, three shafts, 60,600 shp
- Range:** 28,000 miles
- Armament:** Two .50-caliber guns
- Aircraft:** Two HH-65A helicopters
- Complement:** 139
- Builder:** Lockheed Shipbuilding, Seattle, Wash.

Polar Class

Hull Number	Homeport	No. RPAL Billets
WAGB 10 <i>Polar Star</i>	Seattle, Wash.	0
WAGB 11 <i>Polar Sea</i>	Seattle, Wash.	0

Mackinaw-Class Fast Facts

- Displacement:** 5,252 tons full load
- Length:** 290 feet
- Beam:** 74 feet
- Speed:** 18.7 knots
- Power Plant:** Six diesels with electric drive, three shafts (one forward, two aft), 10,000 bhp.
- Icebreaking Capability:** Three feet at three knots continuous
- Aircraft:** None
- Complement:** 75
- Builder:** Toledo Shipbuilding, Toledo, Ohio

Mackinaw Class

Hull Number	Homeport	No. RPAL Billets
WAGB 83 <i>Mackinaw</i>	Cheboygan, Mich.	1-O; 8-E



CGC *Mackinaw* (WAGB 83), Mackinaw Class

Icebreaking Tugs (WTGB)

Overview

These small, multi-mission cutters are especially configured for icebreaking on the Great Lakes, in coastal waters, and in rivers. They incorporate an advanced hull design and engineering plant, along with a hull air lubrication (bubbler) system, for effective icebreaking and winter flood relief operations. The *Bay*-class cutters embody the Coast Guard's minimally manned cutter concept for personal economy. In addition to icebreaking, the *Bay*-class cutters are used for search and rescue, enforcement of laws and treaties, deployment of marine environmental protection equipment, port safety operations, and support for aids-to-navigation. Two vessels utilize barges to service floating aids to navigation on the Great Lakes.



CGC *Morro Bay* (WTGB 106), Bay Class

Bay-Class Fast Facts

- Displacement:** 690 tons full load
- Length:** 140 feet
- Beam:** 37 feet
- Speed:** 14.7 knots
- Power Plant:** Diesel electric, one shaft, 2,500 bhp
- Icebreaking Capability:** 22 inches at 3 knots continuous
- Range:** 1,500 at full speed, 4,000 at 12 knots, 7,000 at 7 knots
- Armament:** Two .50-caliber machine guns
- Complement:** 17
- Builder:** WTGBs 101-106, Tacoma Boat Building; WTGBs 107-109, Bay City Marine

Bay Class

Hull Number	Homeport	No. RPAL Billets
WTGB 101 <i>Katmai Bay</i>	Sault Ste. Marie, Mich.	6-E
WTGB 102 <i>Bristol Bay</i>	Detroit, Mich.	5-E
WTGB 103 <i>Mobile Bay</i>	Sturgeon Bay, Wis.	6-E
WTGB 104 <i>Biscayne Bay</i>	St. Ignace, Mich.	6-E
WTGB 105 <i>Neah Bay</i>	Cleveland, Ohio	5-E
WTGB 106 <i>Morro Bay</i>	Yorktown, Va.	5-E
WTGB 107 <i>Penobscot Bay</i>	Bayonne, N.J.	7-E
WTGB 108 <i>Thunder Bay</i>	Rockland, Maine	5-E
WTGB 109 <i>Sturgeon Bay</i>	Bayonne, N.J.	7-E



Patrol Boats (WPB)

Overview

The Coast Guard operates 86 patrol boats (WPB). The primary missions of patrol boats are search and rescue (SAR), enforcement of laws and treaties, defense operations, port security and marine environmental response. The last of the *Cape*-class WPBs, all of which were built between 1953-1959, were decommissioned in 1991. Several *Point*-class cutters, all of which were built between 1960-1970, conducted operations in Vietnam. These

cutters will continue in service through 2002. *Island*-class WPBs are providing additional resources to enforce U.S. laws and treaties; they also will be used for SAR and defense operations. The Coast Guard expects to replace the 82-foot *Point* class with 31-51 additional vessels. The first of these new 87-foot Coastal Patrol Boats (CPB) of the *Marine Protector* class will be the CGC *Barracuda*. It will be homeported in Eureka, Calif.

Point-Class Fast Facts

Displacement: 67.6 tons full load
Length: 82 feet, 10 inches
Beam: 17 feet, 7 inches
Speed: 22 knots
Power Plant: Two Caterpillar model D341 2 diesels
Range: 1,580 nautical miles at 8 knots
Armament: Two .50-caliber guns
Complement: 10
Builder: U.S. Coast Guard, except WPB 82345-82349, built by J. Martinac Shipbuilding

Point Class

Hull Number	Homeport	No. RPAL Billets
WPB 82333	<i>Point Highland</i>Chincoteague, Va.	0
WPB 82334	<i>Point Ledge</i>Mobile, Ala.	1-E
WPB 82335	<i>Point Countess</i>Nokomis, Fla.	0
WPB 82336	<i>Point Glass</i>Fort Lauderdale, Fla.	0
WPB 82338	<i>Point Bridge</i>Marina De Rey, Calif.	1-O; 5-E
WPB 82339	<i>Point Chico</i>Bodega Bay, Calif.	6-E
WPB 82340	<i>Point Batan</i>Cape May, N.J.	0
WPB 82342	<i>Point Baker</i>Sabine, Texas	0
WPB 82343	<i>Point Wells</i>Montauk, N.Y.	0
WPB 82344	<i>Point Estero</i>Gulfport, Miss.	0
WPB 82347	<i>Point Bonita</i>Little Creek, Va.	0
WPB 82349	<i>Point Spencer</i>Galveston, Texas	0
WPB 82350	<i>Point Franklin</i>Cape May, N.J.	0
WPB 82351	<i>Point Bennett</i>Port Townsend, Wash.	1-E
WPB 82352	<i>Point Sal</i>Grand Isle, La.	1-O; 2-E
WPB 82353	<i>Point Monroe</i>Gulfport, Miss.	0
WPB 82354	<i>Point Evans</i>Lihue, Hawaii	3-E
WPB 82355	<i>Point Hannon</i>West Jonesport, Maine	0
WPB 82356	<i>Point Francis</i>New London, Conn.	0
WPB 82357	<i>Point Huron</i>Norfolk, Va.	0
WPB 82358	<i>Point Stuart</i>Newport Beach, Calif.	1-O; 5-E
WPB 82359	<i>Point Steele</i>Fort Myers Beach, Fla.	0
WPB 82360	<i>Point Winslow</i>Morgan City, La.	0
WPB 82363	<i>Point Nowell</i>Port Isabel, Texas	0
WPB 82365	<i>Point Turner</i>Newport, R.I.	1-E
WPB 82366	<i>Point Lobos</i>Pensacola, Fla.	1-E
WPB 82368	<i>Point Warde</i>Wrightsville Beach, N.C.	0
WPB 82369	<i>Point Heyer</i>Morro Bay, Calif.	2-E
WPB 82370	<i>Point Richmond</i>Anacortes, Wash.	3-E
WPB 82371	<i>Point Barnes</i>Fort Pierce, Fla.	0
WPB 82372	<i>Point Brower</i>San Francisco, Calif.	1-O; 7-E
WPB 82373	<i>Point Camden</i>Santa Barbara, Calif.	1-O; 4-E
WPB 82374	<i>Point Carrow</i>Oxnard, Calif.	4-E
WPB 82375	<i>Point Doran</i>Everett, Wash.	4-E
WPB 82377	<i>Point Hobart</i>Oceanside, Calif.	3-E
WPB 82378	<i>Point Jackson</i>Clearwater, Fla.	0
WPB 82379	<i>Point Martin</i>Fort Pierce, Fla.	0



CGC *Matagorda* (WPB 1303), Island Class

Island-Class Fast Facts

Displacement: 154 tons full load
Length: 110 feet
Beam: 21 feet
Speed: 29.5 plus knots
Power Plant: Two Paxman Valenta diesel engines; Hulls 1338-1349, Caterpillar 3516 diesel engines
Range: 1,900 nautical miles
Armament: One MK 38/25 mm machine gun, two .50-caliber machine guns
Complement: 16
Builder: Bollinger Machine Shop & Shipyard, Inc., New Orleans, La.

Island Class

Hull Number	Homeport	No. RPAL Billets	Hull Number	Homeport	No. RPAL Billets
WPB 1301	<i>Farallon</i>Miami Beach, Fla.	0	WPB 1326	<i>Monomoy</i>Woods Hole, Mass.	1-O; 2-E
WPB 1302	<i>Manitou</i>Miami Beach, Fla.	0	WPB 1327	<i>Orcas</i>Coos Bay, Ore.	1-O; 2-E
WPB 1303	<i>Matagorda</i>Miami Beach, Fla.	0	WPB 1328	<i>Padre</i>Key West, Fla.	0
WPB 1304	<i>Mau</i>Miami Beach, Fla.	0	WPB 1329	<i>Sitkinak</i>Key West, Fla.	0
WPB 1305	<i>Monhegan</i>Key West, Fla.	0	WPB 1330	<i>Tybee</i>San Diego, Calif.	1-O; 3-E
WPB 1306	<i>Nunivak</i>Puerto Rico	0	WPB 1331	<i>Washington</i>Honolulu, Hawaii	3-E
WPB 1307	<i>Ocarcoke</i>Puerto Rico	0	WPB 1332	<i>Wrangell</i>South Portland, Maine	3-E
WPB 1308	<i>Vashon</i>Puerto Rico	0	WPB 1333	<i>Adak</i>Sandy Hook, N.J.	0
WPB 1309	<i>Aquidneck</i>Portsmouth, Va.	0	WPB 1334	<i>Liberty</i>Auke Bay, Alaska	0
WPB 1310	<i>Mustang</i>Seward, Alaska	1-E	WPB 1335	<i>Anacapa</i>Petersburg, Alaska	0
WPB 1311	<i>Naushon</i>Ketchikan, Alaska	1-E	WPB 1336	<i>Kisha</i>Hilo, Hawaii	3-E
WPB 1312	<i>Sanibel</i>Woods Hole, Mass.	1-O; 1-E	WPB 1337	<i>Assateague</i>Honolulu, Hawaii	3-E
WPB 1313	<i>Edisto</i>Crescent, Calif.	2-E	WPB 1338	<i>Grand Isle</i>Gloucester, Mass.	0
WPB 1314	<i>Sapelo</i>Key West, Fla.	1-E	WPB 1339	<i>Key Biscayne</i>Corpus Christi, Texas	0
WPB 1315	<i>Matinicus</i>Cape May, N.J.	0	WPB 1340	<i>Jefferson Island</i>S. Portland, Maine	2-E
WPB 1316	<i>Nantucket</i>Key West, Fla.	0	WPB 1341	<i>Kodiak Island</i>Panama City, Fla.	1-E
WPB 1317	<i>Attu</i>San Juan, P.R.	0	WPB 1342	<i>Long Island</i>Monterey, Calif.	1-O; 3-E
WPB 1318	<i>Baranof</i>Miami Beach, Fla.	0	WPB 1343	<i>Bainbridge Island</i>Sandy Hook, N.J.	0
WPB 1319	<i>Chandeleur</i>Miami Beach, Fla.	0	WPB 1344	<i>Block Island</i>Atlantic Beach, N.C.	0
WPB 1320	<i>Chincoteague</i>Mobile, Ala.	1-O	WPB 1345	<i>Staten Island</i>Atlantic Beach, N.C.	0
WPB 1321	<i>Cushing</i>Puerto Rico	0	WPB 1346	<i>Roanoke Island</i>Homer, Alaska	0
WPB 1322	<i>Cuttyhunk</i>Port Angeles, Wash.	1-E	WPB 1347	<i>Pea Island</i>Mayport, Fla.	0
WPB 1323	<i>Drummond</i>Port Canaveral, Fla.	0	WPB 1348	<i>Knight Island</i>Freeport, Texas	0
WPB 1324	<i>Key Largo</i>Savannah, Ga.	0	WPB 1349	<i>Galveston Island</i>Agana, Guam	0
WPB 1325	<i>Metomphin</i>Charleston, S.C.	0			



CGC *Point Francis* (WPB 82356), Point Class



Seagoing Buoy Tenders (WLB)



CGC *Juniper* (WLB 201), Juniper Class

Overview

The Coast Guard operates 25 cutters of this type. Twenty-two have been modernized once, and a Service Life Extension Program (SLEP) to extend their lives even further commenced in 1981. Despite their age, they have proven to be highly versatile, durable, reliable cutters capable of performing a variety of missions at sea. Eleven of these ships have been configured for icebreaking. Marinette Marine Corp., Wis. is the contractor for five new *Juniper* class Seagoing Buoy Tenders (WLB). The lead ship, CGC *Juniper* (WLB 201) was launched in June 1995. Three have been completed.

Juniper Class (225 foot)

Hull Number	Homeport	No. RPAL Billets
WLB 201 <i>Juniper</i>	Newport, R.I.	0
WLB 202 <i>Willow</i>	Newport, R.I.	0
WLB 203 <i>Kukui</i>	Honolulu, Hawaii	0

Balsam Class* (180 foot)

Hull Number	Homeport	No. RPAL Billets
WLB 277 <i>Cowslip</i>	Astoria, Ore.	2-E
WLB 290 <i>Gentian</i>	Atlantic Beach, N.C.	7-E
WLB 291 <i>Laurel</i>	Mayport, Fla.	0
WLB 297 <i>Ironwood</i>	Kodiak, Alaska	1-E
WLB 301 <i>Conifer</i>	San Pedro, Calif.	0
WLB 302 <i>Madrona</i>	Charleston, S.C.	0
WLB 306 <i>Buttonwood</i>	San Francisco, Calif.	0
WLB 307 <i>Planetree</i>	Ketchikan, Alaska	0
WLB 308 <i>Papaw</i>	Galveston, Texas	0
WLB 309 <i>Sweetgum</i>	Mobile, Ala.	1-O; 8-E
WLB 388 <i>Basswood</i>	Guam	0
WLB 392 <i>Bramble</i>	Port Huron, Mich.	1-O; 7-E
WLB 393 <i>Firebush</i>	Kodiak, Alaska	0
WLB 394 <i>Hornbeam</i>	Cape May, N.J.	6-E
WLB 396 <i>Mallow</i>	Honolulu, Hawaii	4-E
WLB 397 <i>Mariposa</i>	Seattle, Wash.	1-O; 12-E
WLB 401 <i>Sassafras</i>	Honolulu, Hawaii	4-E
WLB 402 <i>Sedge</i>	Homer, Alaska	1-E
WLB 404 <i>Sundew</i>	Duluth, Minn.	2-O; 5-E
WLB 405 <i>Sweetbrier</i>	Cordova, Alaska	0
WLB 406 <i>Acacia</i>	Charlevoix, Mich.	2-O; 5-E
WLB 407 <i>Woodrush</i>	Sitka, Alaska	0

* CGC *Bittersweet* (WLB 389), Woods Hole, Mass., decommissioned Aug. 18, 1997.
CGC *Spar* (WLB 403), S. Portland, Maine decommissioned Feb. 28, 1997.

Coastal Buoy Tenders (WLM)

Overview

All of these vessels work along the coast and slightly inland. Five of these ships (133-foot class) were built in the 1940s; the remaining four (157-foot class) were built in the 1960s. A replacement program is underway and is contracted to Marinette Marine Corp., Wis. The lead ship of the new 14-cutter 175-foot *Keeper* class, CGC *Ida Lewis* (WLM 551), was launched in October 1995.

Keeper Class (175 foot)

Hull Number	Homeport	No. RPAL Billets
WLM 551 <i>Ida Lewis</i>	Newport, R.I.	0
WLM 552 <i>Katherine Walker</i>	Bayonne, N.J.	0
WLM 553 <i>Abbie Burgess</i>	Rockland, Maine	0
WLM 554 <i>Marcus Hanna</i>	South Portland, Maine*	0

* *Marcus Hanna* (WLM 554) launching & christening is Aug. 23, 1997.

157-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLM 685 <i>Redwood</i>	Philadelphia, Pa.	4-E
WLM 687 <i>Red Birch</i>	Baltimore, Md.	4-E
WLM 688 <i>Red Cedar</i>	Portsmouth, Va.	4-E

* *Red Beech* (WLM 686), Bayonne, N.J. decommissioned during 1997.

133-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLM 540 <i>White Sumac</i>	St. Petersburg, Fla.	4-E
WLM 543 <i>White Holly</i>	New Orleans, La.	0
WLM 545 <i>White Heath</i>	Boston, Mass.	1-E
WLM 546 <i>White Lupine</i>	Rockland, Maine	0
WLM 547 <i>White Pine</i>	Mobile, Ala.	3-E

Inland Buoy Tenders (WLI)

Overview

These vessels work on inland waterways. They are designed to service both floating and fixed aids to navigation.

110-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLI 313 <i>Bluebell</i>	Portland, Ore.	5-E
WLI 642 <i>Buckthorn</i>	Sault Ste. Marie, Mich.	7-E

65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLI 65303 <i>Blackberry</i>	Caswell Beach, N.C.	2-E
WLI 65304 <i>Chokeberry</i>	Crisfield, Md.	2-E
WLI 65400 <i>Bayberry</i>	Seattle, Wash.	0
WLI 65401 <i>Elderberry</i>	Petersburg, Alaska	0



CGC *Elderberry* (WLI 65401), 65-Foot Class



Construction Tenders (WLIC)

Overview

Three classes of construction tenders, totaling 15 cutters, are designed for the construction, repair, and maintenance of fixed aids to navigation. All operate in inland waters. Three were built in the 1940s, eight in the 1960s, and four in the mid-1970s. Their equipment includes pile drives, cranes and jetting equipment.



Construction Tender (WLIC)

100-Foot-Class

Hull Number	Homeport	No. RPAL Billets
WLIC 298 <i>Rambler</i>	Charleston, S.C.	0
WLIC 315 <i>Smilax</i>	Brunswick, Ga.	0
WLIC 316 <i>Primrose</i>	Atlantic Beach, N.C.	8-E

160-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLIC 800 <i>Pamlico</i>	New Orleans, La.	0
WLIC 801 <i>Hudson</i>	Miami Beach, Fla.	0
WLIC 802 <i>Kennebec</i>	Portsmouth, Va.	5-E
WLIC 803 <i>Saginaw</i>	Mobile, Ala.	1-E

75-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLIC 75301 <i>Anvil</i>	Corpus Christi, Texas	0
WLIC 75302 <i>Hammer</i>	Mayport, Fla.	0
WLIC 75303 <i>Sledge</i>	Baltimore, Md.	4-E
WLIC 75304 <i>Mallett</i>	Corpus Christi, Texas	0
WLIC 75305 <i>Vise</i>	St. Petersburg, Fla.	2-E
WLIC 75306 <i>Clamp</i>	Galveston, Texas	0
WLIC 75309 <i>Hatchet</i>	Galveston, Texas	0
WLIC 75310 <i>Axe</i>	Mobile, Ala.	1-E

River Tenders (WLR)

Sumac Class

Hull Number	Homeport	No. RPAL Billets
WLR 311 <i>Sumac</i>	St. Louis, Mo.	7-E

65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLR 65501 <i>Ouachita</i>	Chattanooga, Tenn.	7-E
WLR 65502 <i>Cimmarron</i>	Paris Landing, Tenn.	9-E
WLR 65503 <i>Obion</i>	Owensboro, Ky.	9-E
WLR 65504 <i>Scioto</i>	Keokuk, Iowa	6-E
WLR 65505 <i>Osage</i>	Sewickley, Pa.	9-E
WLR 65506 <i>Sangamon</i>	Peoria, Ill.	12-E

75-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLR 75307 <i>Wedge</i>	Demopolis, Ala.	7-E
WLR 75401 <i>Gasconade</i>	Omaha, Neb.	39-E
WLR 75402 <i>Muskingum</i>	Sallisaw, Okla.	3-E
WLR 75403 <i>Wyaconda</i>	Dubuque, Iowa	14-E
WLR 75404 <i>Chippewa</i>	Owensboro, Ky.	9-E
WLR 75405 <i>Cheyenne</i>	St. Louis, Mo.	6-E
WLR 75406 <i>Kickapoo</i>	Vicksburg, Miss.	3-E
WLR 75407 <i>Kanawha</i>	Pine Bluff, Ark.	3-E
WLR 75408 <i>Patoka</i>	Greenville, Miss.	3-E
WLR 75409 <i>Chena</i>	Hickman, Ky.	3-E
WLR 75500 <i>Kankakee</i>	Memphis, Tenn.	3-E
WLR 75501 <i>Greenbrier</i>	Natchez, Miss.	3-E

Overview

Nineteen river tenders operate on western rivers, deploying aids-to-navigation buoys and day boards to mark the ever-changing river channels. Sumac (WLR 311), the largest, is 115-foot long and was built in 1943. Six are 65-feet long and were built from 1960-1962. The third class are 75-feet long. Ten of them were built from 1964-1970, the two newest in 1990. Their equipment includes a crane and brush-clearing equipment.



A River Tender (WLR), 75-Foot Class



Harbor Tugs, Small (WYTL)

Overview

The primary activities of these small harbor tugs are domestic icebreaking, port security, search and rescue, and law enforcement operations in rivers and near shore areas.

Harbor Tug Fast Facts

- Displacement:** 72 tons full load
- Length:** 65 feet
- Beam:** 19 feet
- Speed:** 9.8-10.5 knots
- Power Plant:** One 400 hp diesel
- Complement:** 6

Harbor Tug, 65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WYTL 65601 <i>Capstan</i>	Fort Belvoir, Va.	0
WYTL 65602 <i>Chock</i>	Portsmouth, Va.	0
WYTL 65604 <i>Tackle</i>	Rockland, Maine	0
WYTL 65607 <i>Bridle</i>	Southwest Harbor, Maine	0
WYTL 65608 <i>Pendant</i>	Boston, Mass.	1-E
WYTL 65609 <i>Shackle</i>	South Portland, Maine	2-E
WYTL 65610 <i>Hawser</i>	New York, N.Y.	3-E
WYTL 65611 <i>Line</i>	New York, N.Y.	4-E
WYTL 65612 <i>Wire</i>	New York, N.Y.	3-E
WYTL 65614 <i>Bollard</i>	New Haven, Conn.	1-E
WYTL 65615 <i>Cleat</i>	Philadelphia, Pa.	0



USCG photo

CGC *Capstan* (WYTL 65601), 65-Foot Class

Training Cutter (WIX)

Overview

The Coast Guard's only training cutter, the Barque *Eagle* (WIX 327), is a former German training vessel built by Blohm & Voss of Hamburg and launched in 1936. Accepted as reparation after World War II, it arrived at its homeport of New London, Conn., site of the Coast Guard Academy, in 1946. It is the only active commissioned sailing vessel in the U.S. maritime services, and is one of five such training Barques in the world. "Sisterships" include: *Mirlea* (Romania), *Sagres II* (Portugal), *Gorch Fock* (Germany) and *Tovarich* (Russia). The 1,816-ton, three-masted *Eagle* was recently extensively overhauled, is 295-feet long, has a sail area of 21,351 square feet, and, when the auxiliary diesel engine is used, a range of 5,450 miles at 7.5 knots. Its maximum speed is 16 knots under full sail. It has a crew of 12 officers, 38 crew and 150 cadets (average).



USCG photo

CGC Barque *Eagle* (WIX 327), Training Cutter

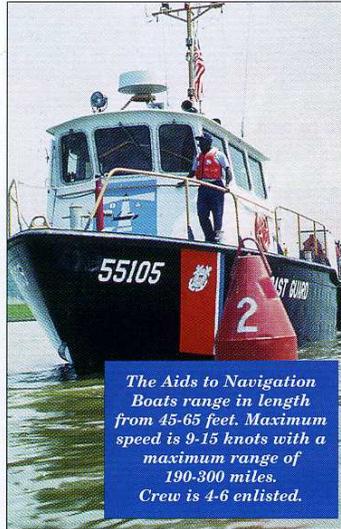
Hull Number	Homeport	No. RPAL Billets
WIX 327 <i>Eagle</i>	New London, Conn.	4-E



USCG Small Boats

Overview

All craft under 65 feet in length are in the "small boat" classification. The Coast Guard has approximately 1,400 of these boats. Craft includes Motor Lifeboat, Motor Surf Boat, Large Utility Boat, Surf Rescue Boat, Port Security Boat, Ports and Waterways Boat, Aids to Navigation Boat and a variety of smaller, non-standard boats. Sizes range from 63 feet down to 16 feet. They operate near shore, and on inland waters of the U.S. Cutters usually have a motor surfboat and/or rigid inflatable boat. The photos shown are a sampling used by the Coast Guard today. Due to space constraints, there are some designs, such as the 21 and 16-footers that are not shown here. Also on-line is the new 27-foot Raider boat for use by the Port Security Units.



The Aids to Navigation Boats range in length from 45-65 feet. Maximum speed is 9-15 knots with a maximum range of 190-300 miles. Crew is 4-6 enlisted.

55-foot ANT boat



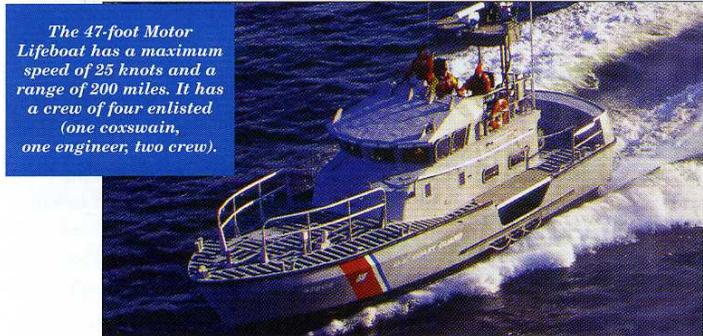
The 44-foot Motor Lifeboat has a maximum speed of 14 knots and maximum range of 215 miles. It has a crew of four enlisted (one coxswain, one engineer, two crew).

44-foot Motor Lifeboat (MLB)



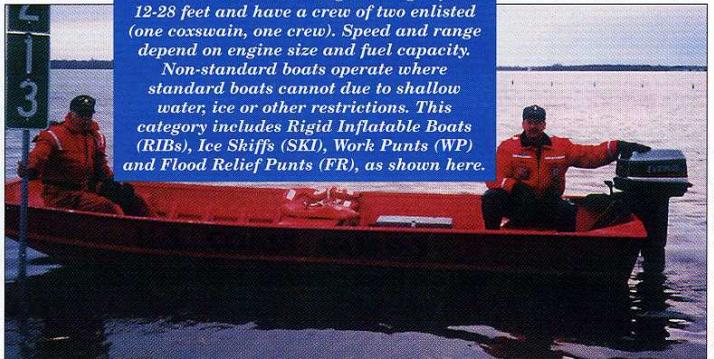
The 30-foot Surf Rescue Boat has a maximum speed of 31 knots and maximum range of 150 miles. It has a crew of two enlisted (one coxswain, one crew).

30-foot Surf Rescue Boat



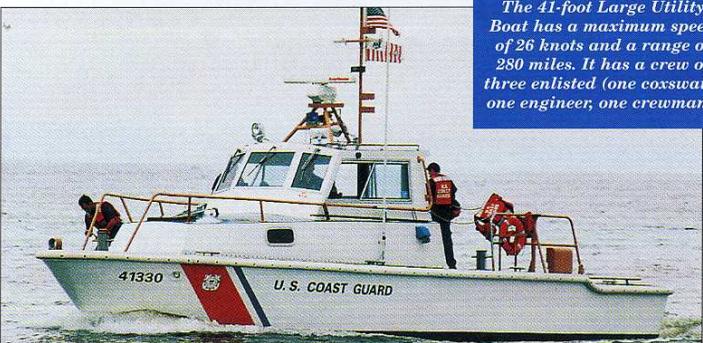
The 47-foot Motor Lifeboat has a maximum speed of 25 knots and a range of 200 miles. It has a crew of four enlisted (one coxswain, one engineer, two crew).

47-foot Motor Lifeboat (MLB)



Non-Standard Boats range in length from 12-28 feet and have a crew of two enlisted (one coxswain, one crew). Speed and range depend on engine size and fuel capacity. Non-standard boats operate where standard boats cannot due to shallow water, ice or other restrictions. This category includes Rigid Inflatable Boats (RIBs), Ice Skiffs (SKI), Work Punts (WP) and Flood Relief Punts (FR), as shown here.

17-foot Flood Relief Punt (FR), Non-Standard Boat



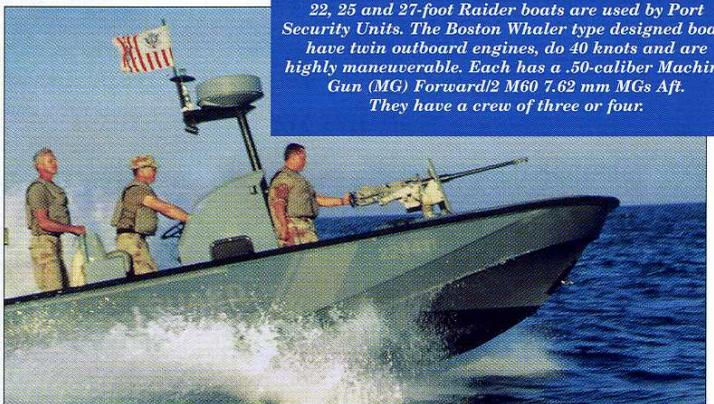
The 41-foot Large Utility Boat has a maximum speed of 26 knots and a range of 280 miles. It has a crew of three enlisted (one coxswain, one engineer, one crewman).

41-foot Utility Boat (UTB)



Rigid Hull Inflatables (RHIs) range in length from 13-25 feet.

Rigid Hull Inflatable (RHI)



22, 25 and 27-foot Raider boats are used by Port Security Units. The Boston Whaler type designed boats have twin outboard engines, do 40 knots and are highly maneuverable. Each has a .50-caliber Machine Gun (MG) Forward/2 M60 7.62 mm MGs Aft. They have a crew of three or four.

22-foot Raider boat, Port Security Units



USCG Aircraft

Overview

There are a total of 243 aircraft in the Coast Guard inventory. This figure fluctuates operationally due to maintenance schedules. Major missions include: search & rescue, law enforcement, environmental response, ice operations and air interdiction. The Coast Guard has 71 fixed-wing aircraft that operate from 29 Coast Guard small and large Air Stations and facilities on the East and West coasts, the Gulf coast,

Great Lakes, Alaska, Hawaii and Puerto Rico. The USCG has 137 rotary-wing aircraft (helicopters) that it operates from flight deck-equipped cutters, Air Stations and air facilities. When installations are complete during FY1997, the Coast Guard will be the first military organization to have a Traffic Collision Avoidance System (TCAS) installed in both its fixed-wing and rotary-wing fleets.

HC-130 Hercules

This extended-range version of the C-130 is a turboprop search aircraft which can transport up to 86 passengers, 50,000 pounds of cargo, or large quantities of rescue-survival and oil-pollution-control equipment. Its range with maximum payload is almost 2,500 miles, and with maximum fuel and light payload it can be extended to more than 4,400 nautical miles. The Coast Guard has a fleet of 30 with 26 ready for operation at any given time.

Endurance: 14 hours
Cruise Speed: 290 knots
Engine: Four Allison T56-A-15 or T56-A-7, fixed-wing aircraft



HC-130 Hercules

USCG photo

HU-25 Guardian "Falcon"



HU-25 Guardian

USCG photo

This twin-engine turboprop jet, deliveries of which were completed in 1983, is one of the few aircraft flown by the military services that is built by a foreign company, Dassault-Breguet of France. It is 56.25 feet in length, 17.6 feet in height, and has a crew of five. Its ceiling at Mach .855 is 42,000 feet and it flies at 350 knots at sea level and 380 knots at 20,000 feet. Variants include the Air Eye (HU-25B) and Nightstalker (HU-25C). Air Eye is equipped with the APG-66 radar and Forward Looking Infrared Radar (FLIR).

Endurance: 5 3/4 hours
Cruise Speed: 410 knots
Engine: Twin fan jet, fixed-wing aircraft

HH-65A Dolphin

These short-range recovery aircraft were accepted by the Coast Guard late in 1984. Manufactured by Aerospatiale of France to replace the HH-52A, they have sophisticated avionics, navigation, and communications packages, including weather radar to air rescue operations in bad weather. Recent upgrades include global positioning system (GPS) and a TALON Deck-lock system for shipboard use. Ninety-five are on board, with 80 operational.

Endurance: 6 hours
Cruise Speed: 125 knots
Engine: Short range recovery helicopter (SRR) twin engine



HH-65A Dolphin

USCG photo

HH-60J Jayhawk



HH-60J Jayhawk

USCG photo

The Coast Guard replaced its HH-3F Pelican medium range recovery (MRR) helicopter with new HH-60J Jayhawks. The HH-60J is a variant of the Sikorsky basic Hawk series, and is very similar to the Navy SH-60F and HH-60H. At the end of FY1995, the Coast Guard had 40 HH-60J aircraft. These rugged aircraft have demonstrated their capability by participating in rescues in hurricanes and Great Lakes snowstorms. Their GPS navigation system and coupled-doppler hover capability make the aircraft well-suited for the hazards of independent night offshore work as much as 300 nautical miles from their bases or ships.

Endurance: 6 hours
Cruise Speed: 140 knots
Engine: Medium Range Recovery helicopter (MRR), twin-engine



Deep Water Project

*Assessing needs of
the Coast Guard's
21st-century fleet*

By CAPT Craig Schnappinger & CDR Steve Palmquist
DEEPWATER CAPABILITY REPLACEMENT PROJECT

In November 1995, the DeepWater Mission Analysis Project completed the *DeepWater Mission Analysis Report*, a multi-year, in-depth examination of the Coast Guard's responsibilities in the deep water or those missions more than 50 miles offshore. The initial idea behind the report dealt only with the pending retirement of the Coast Guard's 13 largest cutters, the 378-foot *Hamilton*-class of high endurance cutters.

However, it was soon apparent that the Coast Guard faced a much larger problem. In the first part of the next century, *all* of the Coast Guard's deep water assets, a total of 43 ships and 113 aircraft, would reach the end of their service lives. Inside this monumental problem, though, was opportunity. Rather than create six separate projects to individually handle the six separate classes of cutters and aircraft involved, the Coast Guard broke with its conventional wisdom and created one all-encompassing project. With *all* of the missions assigned to *all* of the assets now on the same table, a "clean sheet of paper" look at the Coast Guard's mix of cutters, aircraft and sensors was now possible. The Coast Guard now had the opportunity to examine how to best accomplish each of its missions in the context of a com-

pletely integrated system and in terms of the optimal *life-cycle cost* for the *entire* system.

The *DeepWater Project*, as it is known, is now in the concept exploration phase to select and acquire new Coast Guard deep water assets. The project will use a multi-path approach to seek out the best ideas from multiple industry consortiums, DoD and other federal agencies, and within the Coast Guard itself. The *DeepWater Project* will ensure that the Coast Guard has a completely integrated deep water system consisting of:

- Multi-mission cutters, aircraft and unmanned sensor platforms that are designed from the onset as integral, complementary parts of the larger whole;
- The best from industry for real-time fusion of intelligence information, data warehouses and Coast Guard sensor and reconnaissance information to get the right information to the right person at the right time; and
- The most *effective, efficient* system to meet the public's needs and the Coast Guard's responsibilities at the *optimal life-cycle cost*.

Working early and openly with industry, the Coast Guard will use the best commercial practices and other government agencies' innovations to help us explore better

ways in the *how* of our business. We will not forget, though, that the Coast Guard knows its own business best. We will actively seek the advice of our boarding teams, our marine safety inspectors, our aircrews — those that will actually *use* the systems we will deliver. We will re-engineer the Coast Guard as a whole using new technology to meet our deep water responsibilities safely, professionally, and at the best value for the American public. The old truths are still the best truths — we will make the sum greater than the parts.

E-mail: deepwater@comdt.uscg.mil

Web Site: <http://comms2.rdc.uscg.mil/deepwater>

Upcoming Events

AUGUST 1997

■ **Chief Petty Officers Association Convention 97** — Aug. 25-29, 1997, Downtown Sheraton (next to CGD9 office), Cleveland, Ohio. Contact: CPOA, 5520-G Hempstead Way, Springfield, VA 22151. 703-941-0395. FAX: 703-941-0397. Web Address: <http://www.skylink.net/delia> E-mail: cgpcoa@aol.com

■ **Reservist Magazine Annual Planning Meeting** — Each year in late summer, *The Reservist* magazine editorial board holds a planning meeting for the upcoming fiscal year. Story ideas and themes are discussed and the meeting helps set a course for the entire year. If you have input for this meeting, now is your chance to speak! Jot down your ideas by Aug. 31 and e-mail to ekruska@comdt.uscg.mil, FAX 202-267-4325 or send via regular mail to Commandant (G-WTR-2).

SEPTEMBER 1997

■ **Naval Institute Warfare Exposition & Symposium** — Second annual, Sept. 10-11, 1997, Pavilion Convention Center, Virginia Beach, Va. Theme is "Are We Losing the Warrior's Edge?" Events and speakers to examine current issues affecting military, including political correctness, readiness, Quadrennial Defense Review and Littoral Warfare. More than 100 companies/organizations will exhibit. Admission free, but registration required. To register or exhibit, call 703-631-6200, 1-800-336-4583, ext. 6200. For program information, call 410-295-1067. USNI Web Address: www.usni.org

■ **Coast Weeks International Cleanup** — Saturday, Sept. 20, 1997. Help kick off Coast Weeks by helping clean-up our shorelines. Any unit interested should contact their state clean-up coordinator. Contact Center for Marine Conservation at 1-800-CMC-BEACH. Coast Weeks run from Sept. 20 to Oct. 13, 1997.

■ **Titanic: The Exhibition** — Running through Sept. 30, 1997 at Memphis, Tenn. Pyramid. Includes artifacts, displays, history, models. Call 800-263-6744 or 901-576-1290. Web Address: www.wonders.org

OCTOBER 1997

■ **WIMSA Memorial Dedication** — Located at the main gateway to Arlington National Cemetery, Arlington, Va., this unique memorial honoring women who served in the Armed Forces will be dedicated Saturday, Oct. 18, 1997, 12 noon. For more information, call 1-800-222-2294. E-mail: wimsa@aol.com Web Address: <http://www.wimsa.org/pub/wimsa>

■ **Servicewide Exam 1997** — SWEs for reservists in all ratings, E-5 through E-9 will be administered on Saturday, Oct. 18, so keep your calendar clear. See ALCCGENL 036/97.

■ **Naval Enlisted Reserve Association Conference** — Oct. 21-25, 1997, at Hilton Hotel, Charleston, S.C. Contact: NERA, 6703 Farragut Ave., Falls Church, VA 22042-2189. 703-534-1329; FAX: 703-534-3617. E-mail: NERABOB@aol.com



Governors Island Memories

As the Coast Guard closes out its 30-plus years on Governors Island this year, it's time to document those memories! In an issue later this fall, *The Reservist* will feature "Governors Island Memories." But this will not happen unless we hear from you! If you were ever stationed on the Island on active duty, did Reserve drills or even just visited, write 250 words or less (photos would be great, too) of your memories. *The Reservist's* address is on Page 2. Deadline Oct. 1, 1997.

USCGR

Saturday

18

October 1997

October 1997						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

A.M. - Take
Servicewide Exam!!!
(ALCCGENL 036/97)

Retirement Steps

Reservists who wish to retire should follow these steps to ensure successful processing of their request:

- 1) Submit your retirement request to HRSIC (ras) via your unit's chain of command, ie., unit OIC/CO, group/activity admin officer, servicing PERSRU.
- 2) Copy the servicing ISC(pf). Officers must also copy CGPC-rpm.
- 3) Include a copy of your 20-year letter, and a copy of your most recent *Statement of Satisfactory Service*, Form CG-4973.
- 4) All voluntary retirement requests should allow **at least 90 days** from date of request until the desired retirement date.

For more information, contact HRSIC(ras) at **1-800-PPC-USCG**.

Selected Reserve strength as of July 17, 1997 was 7,259. Our magic number is 8,000! Talk to your friends, neighbors and acquaintances about the Coast Guard Reserve. Have them call 1-800-GET-USCG.

ALCOASTs / ALDISTs / COMDTINSTs

DTG	NUMBER	SUBJECT
231233Z JUL 97	ALCGPERSCOM 054/97	RESERVE OFFICER PROMOTION AUTHORIZATION LISTING (ROPAL) NO. 08-97
231135Z JUL 97	ALDIST 172/97/COMDTNOTE 3870	GRADUATE EDUCATIONAL OPPORTUNITIES
221201Z JUL 97	ALDIST 171/97/COMDTNOTE 5420	CHANGES TO THE COAST GUARD RESERVE EXTERNAL AWARDS PROGRAM (Supersedes ALDIST 134/97)
211809Z JUL 97	ALDIST 170/97/COMDTNOTE 7220	RESERVE REENLISTMENT/EXTENSION, ENLISTMENT, AND PRIOR SERVICE ENLISTMENT BONUSES
181502Z JUL 97	Various CGD8 Units	VOLUNTARY RECALL OF READY RESERVISTS IN SUPPORT OF HURRICANE DANNY
171627Z JUL 97	ALCGRSV 005/97	RESERVE OFFICER EVALUATION REPORT (OER) SUBMISSIONS FOR UPCOMING BOARDS
171402Z JUL 97	ALDIST 168/97/COMDTNOTE 1414	DECK WATCH OFFICER (DWO) EXAM REQUIREMENT FOR NOV 97 SERVICEWIDE EXAM (SWE)
151205Z JUL 97	ALDIST 167/97/COMDTNOTE 1020	UNIFORM REGULATIONS, COMDTINST M1020.6D AND UNIFORM INFORMATION
141515Z JUL 97	LANT Units	SOLICITATION FOR RECRUITING VOLUNTEERS
141355Z JUL 97	ALDIST 166/97/COMDTNOTE 1650	ANNOUNCEMENT OF COAST GUARD FOUNDATION AWARD SELECTEES
112057Z JUL 97	ALCGRSV 004/97	RESERVE WAR AND STAFF COLLEGE SELECTION PANEL RESULTS
101308Z JUL 97	ALDIST 163/97/COMDTNOTE 1100	RESERVE EXTENDED ACTIVE DUTY (EAD) OPPORTUNITIES FOR DUTY AS RECRUITERS AND RECRUIT COMPANY COMMANDERS
081533Z JUL 97	ALCOAST 051/97/COMDTNOTE 8000	SMALL ARMS SAFETY
071548Z JUL 97	ALDIST 160/97/COMDTNOTE	REPLACEMENT-IN-KIND (RIK) PROGRAM FOR RESERVIST UNIFORMS
011440Z JUL 97	ALDIST 155/97/COMDTNOTE 5420	1997 CAPT EDWARD R. WILLIAMS COAST GUARD RESERVE AWARD FOR EXCELLENCE WINNER
281835Z JUN 97	LANT UNITS	ADSW-AC FOR BILLET VACANCIES/GAPS AND SURGE OPS BACK FILLS
272040Z JUN 97	LANT UNITS	GENERAL SOLICITATION FOR RESERVISTS
262327Z JUN 97	ALCCGENL 046/97	ENLISTED PERFORMANCE EVALUATION FORM (EPEF) REVIEW
251449Z JUN 97	ALCGRSV 003/97	RESERVE OFFICER EVALUATION REPORT (OER) SUBMISSIONS FOR UPCOMING BOARDS
251232Z JUN 97	ALCGPERSCOM 047/97 / COMDTNOTE 1401	AMENDMENT TO THE PY98 INACTIVE DUTY REAR ADMIRAL SELECTION BOARD
201325Z JUN 97	ALCGRSV 001/97	AMENDMENT TO CONVENING DATE OF FY 98 RESERVE WAR AND STAFF COLLEGE PANEL

SELRES Dental Insurance Program

On June 27, 1997, the Department of Defense, awarded Humana Military Healthcare Service, Inc. (HMHS) a contract to administer the TRICARE Selected Service Dental Program (TSSDP). An outgrowth of that contract is the fact that on Oct. 1, 1997, members of the Selected Reserve with at least 12 months of service remaining on their contract, will be eligible for low-cost dental insurance. Reservists will pay 40 percent (\$4.63) of the monthly premium for the first year while the government will pay the difference (\$6.53). A modest annual increase is expected. The plan will offer complete coverage for diagnostics, preventive and emergency care; partial coverage for fillings (80-90 percent); and partial coverage for oral surgery (extractions) (60 percent). The maximum annual benefit for services is \$1,000. Enrollment is voluntary and must be for a minimum of 12 months. At the time of enrollment the member must submit four months of premiums (\$18.52). This advance premium will be used to cover the lag time involved in enrolling and any month a member may not drill. Enrollees who disenroll during the initial 12-month period will be subjected to a 12-month lock out and forfeit any unused premiums. A member may voluntarily disenroll upon completion of the initial 12-month enrollment period and any unused premium contributions will be returned. HMHS will notify eligible SELRES members and provide each with an enrollment package that will include program information, an enrollment application form, an 800# and a postage-paid reply envelope by early September, 1997. SELRES members who do not receive the package by mid-September 1997, may call HMHS at 1-800-211-3614. At this time, there is no coverage available for family members.

— LT Ruby Collins, G-WTR-1; 202-267-0629
E-mail: rcollins@comdt.uscg.mil

Address Changes through HRSIC

Beginning with this issue, address changes for *The Reservist* magazine are now being done at the Human Resources Service & Information Center (HRSIC) in Topeka, Kan. (see back cover return address). Keeping your address current will ensure that you continue to receive **all** your Coast Guard mail, including *The Reservist*. See the "Change of Residence" information in the *Reserve Policy Manual*, Page 4-A-4 (paragraph 4.A.7). Send changes along with your SSN to:

Commanding Officer (mas)
Human Resources Service & Information Center
444 SE Quincy Street
Topeka, KS 66683-3591

Attention Chiefs...

The Chief Petty Officer Academy Reserve course application deadline is Oct. 1, 1997, for the July 11-23, 1998 class at TRACEN Petaluma. Refer to COMDTINST 1500.15E for guidance or contact YNC Alex Keenan, G-WTL for course information at 202-267-2441 ; FAX 202-267-4610. Attendance **may** be on ADT-OTD (was SADT) orders. Applications should be sent to: Commandant (G-WTL), USCG Headquarters, 2100 Second Street, Washington, D.C. 20593-0001.



Reunions

SEPTEMBER 1997

- **CGC Duane Association** — Sept. 5-7, 1997, Sheraton Tara Hotel, South Portland, Maine. Contact: Albert Viau, P.O. Box 3268, So. Attleboro, MA 02703-0930. 508-761-6014.
- **USS Callaway (APA-35)** — Sept. 9-11, 1997 in Seattle, Wash. at Mayflower Park Hotel, 405 Olive Way. Post-reunion Alaskan cruise available for five days following. Contact: Wallace Shipp, 5319 Manning Place, NW, Washington, DC 20016-5311. 202-363-3663.
- **National Association of Fleet Tug Sailors, Inc.** — Eighth annual reunion is Sept. 11-14, 1997 in Richmond, Va. Contact: George Kingston, 1611 Woodbridge Circle, East, Foley, AL 36535-2267. 334-943-7823.
- **Patrol Frigate Reunion Association** — Sept. 11-14, 1997 in Omaha, Neb. Contact: Patrol Frigate Assoc., 622 Southgate Ave., Daly City, CA 94015.
- **Greenland Patrol, WWII** — Fifth annual reunion, Sept. 16-20, 1997 in Milwaukee, Wis. Contact: John S. Stamford, 1533 Wales Ave., Baldwin, NY 11510. 516-223-1467.

OCTOBER 1997

- **USS Vesuvius (AE-15)** — WWII and others welcome, Oct. 1-5, 1997, Myrtle Beach, S.C. Contact: Alan C. Moore, 507 N.W. 36th Terrace, Gainesville, FL 32607. (352) 372-2037 or (704) 733-8863. The fall 1998 reunion is tentatively set for San Antonio, Texas.
- **North Carolina Coast Guard Reunion** — All North Carolina Coasties welcome, Saturday, Oct. 25 from 11 a.m. - 3 p.m. at Hugh McCrae Park, Wilmington, N.C. Contact: NC USCG Reserve Reunion, c/o LT Frank Roberts/CDR Art Davis, 115 Carl Seitter Dr., Wilmington, NC 28401. 910-686-7745. FAX: 910-343-8045. E-mail: davisaa@wilmington.net

ADSW on Internet

Due to severe space constraints this month and the growing size of the ADSW listings (TEMAC/SADT), they are not published this month. The most current listings can be found on the Internet at:

<http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>

LANTAREA ADSW:

Contact LCDR Weber or LTJG Whealton
at 757-628-4495/4507

PAC AREA ADSW

Contact YN1 Kris Brown, 510-437-3423 or
YNCS Lynn Harvey, 510-437-3257

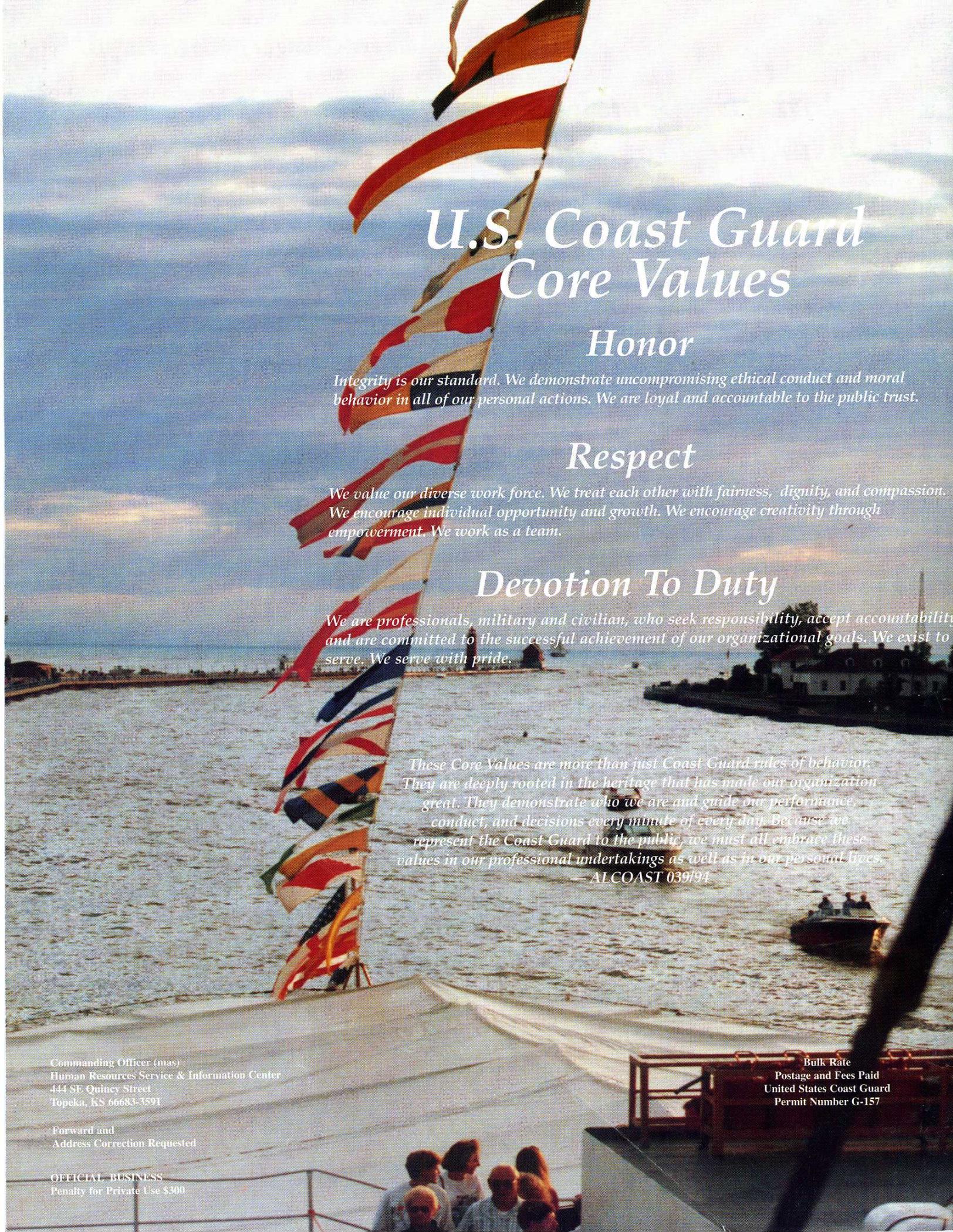
- Hot Items
- Join our Team
- ADSW/EAD Jobs
- Messages
- Publications
- The Reservist
- Training
- General Info
- MLC/ISC Pages
- Member Forum
- RPA Pages
- Links



U.S. COAST GUARD RESERVE

Coast Guard Reserve Hotline:
1-800-283-8724 (USCG)

Check out the re-designed CGR Web Site:
<http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html>



U.S. Coast Guard Core Values

Honor

Integrity is our standard. We demonstrate uncompromising ethical conduct and moral behavior in all of our personal actions. We are loyal and accountable to the public trust.

Respect

We value our diverse work force. We treat each other with fairness, dignity, and compassion. We encourage individual opportunity and growth. We encourage creativity through empowerment. We work as a team.

Devotion To Duty

We are professionals, military and civilian, who seek responsibility, accept accountability, and are committed to the successful achievement of our organizational goals. We exist to serve. We serve with pride.

These Core Values are more than just Coast Guard rules of behavior. They are deeply rooted in the heritage that has made our organization great. They demonstrate who we are and guide our performance, conduct, and decisions every minute of every day. Because we represent the Coast Guard to the public, we must all embrace these values in our professional undertakings as well as in our personal lives.

— ALCOAST 039194

Commanding Officer (mas)
Human Resources Service & Information Center
444 SE Quincy Street
Topeka, KS 66683-3591

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