





# NEWS



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

Release No.

56-67

Date

Time of Release

## GALLATIN IS POWERFUL ADDITION TO COAST GUARD FLEET

A power plant of diesels, larger than those used on diesel locomotives, and gas turbines, similar to those used to power Boeing 707 jet aircraft, combine to make the new Coast Guard Cutter GALLATIN one of the largest ships in the United States with combination gas-turbine and diesel engines. The mighty 378-foot GALLATIN is one of many ships of this size to be built by the U. S. Coast Guard in its long-range modernization program.

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

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

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

(MORE)



DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD TELECOMMUNICATIONS CENTER

ROOM 7404  
PHONE 61847

MR/DG

GALLATIN FILE

Am

53

1971 APR 27 11:34

CZCGJA 124  
RTTUZYUW RUEDECA0229 0922325-UUUU--RUEBJGA.

ZNR UUUUU  
R 02 2 APR 71  
FM CCOOTREE  
TO RUEBJGA/COMDT COGARD  
R 11240Z APR 71  
FM USCGC GALLATIN  
TO CCOOTREE

ACTION OMS  
INFO O  
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BT  
UNCLAS  
SUPERSTRUCTURE HULL CRACKS  
A. MY 071820Z NOV 70

1. SUPERSTRUCTURE CRACK NOTED IN 02 DECK FR. 184 PORT SIDEM CRACK NOTED AND DRILLED. DRILLING NOT SUCCESSFUL. CRACK CONTINUING. AT PRESENT CRACK IS 22 INCHES LONG RUNNING TRANSVERSELY ACROSS DECK THROUGH DECK COMBINING DOWN BULKHEAD AND TERMINATING AT OCEANOGRAPHIC WINCH CABLE OPENING.
2. SUPERSTRUCTURE CRACK NOTED IN LONG. BLKHD FR. 205 PORT SIDE OF PASSAGEWAY 01-203-1-L IN WAY OF PERSONNEL ACCESS OPENING. CRACK 7 INCHES LONG INCLUDING ACCESS FLAT BAR REINFORCEMENT. CRACK NOTED AND DRILLED. DRILLING UNSUCCESSFUL CRACK CONTINUING.
3. CRACK NOTED IN BOTTOM FWD EDGE OF TORPEDO ROOM DOOR FRAME PORT SIDE (01-177-2). CRACK IS COMPLETE FAILURE OF WTD FRAME.
4. TWO CRACKS NOTED IN TORPEDO ROOM DOOR FRAME RESULTING IN COMPLETE FAILURE OF DOOR FRAME.
5. CRACKS NOTED IN REF A UNCHANGED.

BT  
#0229

(G-OSR-2)

202-426-0952 =

9830

16 JUL 1973

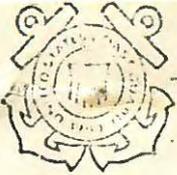
**From:** Commandant  
**To :** Commanding Officer, USCGC GALLATIN (WHEC-721)  
**Via :** Commander, Atlantic Area (o)

**Subj:** Helicopter Operations

**Ref :** (a) CGC GALLATIN 051550Z JUL 73  
(b) Shipboard-Helicopter Operational Procedures Manual (CG-419)

1. Reference (a) reported a landing on CGC GALLATIN by a Danish Air Force S-61 helicopter on 5 July 1973. Insufficient lead time was given as the reason for non-compliance with reference (b). A detailed report of the circumstances surrounding this landing is requested.

P. A. HOGUE  
By direction



DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD TELECOMMUNICATIONS CENTER

ROOM 7404  
PHONE 61847

CORRECTED ROUTING  
DESTROY PREVIOUS COPIES

RECEIVED

CZCG JA 979

PTTUZYUW RUDAJOR0297 1731300-UUUU--RUEBJGA.

22 JUN 73 17:10

ZNR UUUUU

P 221317Z JUN 73

FM USCGC GALLATIN

TO RUEBJGA/COMDT COGARD WASHINGTON DC

INFO RUEDEEA/COMLANTAREA COGARD NEW YORK NY

RUESPNQ/USDAO COPENHAGEN DENMARK

BT

UNCLAS

TO GO

HELO OPS

A. CG-419, PARA 125

1. USDAO COPENHAGEN HAS REQUESTED THAT DANISH LIAISON OFFICERS BE LANDED ON GALLATIN BY HELO 29 JUNE PRIOR ENTRY AALBORG.

2. HELO IS FRENCH ALOUETTE 3, ALL WEIGHTS, DIMENSIONS APPEAR SMALLER THAN HH-52. NO PROBLEMS EXPECTED. AM PASSING ALL FLIGHT DECK SPECS TO USDAO.

3. REQUEST WAIVER IAW REF A.

RECURRENT TRAINING OF LSO, TIE DOWN CREW AND FIRE PARTIES COMPLETED 3 JUNE 1973.

BT

#0297

WG

ACTION: GOSR-2

INFO: G000  
GC  
GCC  
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GEAE  
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GOSR  
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PRIORITY

NNNN

05

DATE	IN		
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		LIFE SUP	
		STAFF	
		FILE	DISCARD

2619088

(G-OSR-2)

6-26-73

FROM: COMDT COGARD WASH DC  
TO: USCGC GALLATIN  
INFO: COMLANT AREA COGARD GOVIS NY

BT

UNCLAS

FM GO

HELO OPS

1. YOUR 221310Z JUN 73 WAIVER GRANTED, PROVIDED THAT DANISH PILOTS ARE QUALIFIED IN FLT DECK OPS.

BT

UNCLAS

2619088

NO G-OSR-2	G-OSR	3 GO
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ROUTINE  
ROUTINE

W. A. [unclear]  
Chief, Office of Operations

U  
R. J. MATTERSON, CDR USCG  
G-OSR-2/73/1g EXT 61919

MEMO ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS	ACTION
1 TO	G-OSR / 73	INITIALS	CIRCULATE
		DATE	COORDINATION
2	CAPT HOGUE # AA gm		FILE
			INFORMATION
3	G-OSR-2 ADVISE MR. BQH	7/9	NOTE AND RETURN
			PER CONVERSATION
4			SEE ME
			SIGNATURE
REMARKS			
<p>See G-O's note.</p> <p>Para 125 applies - This may be similar to recent Alouette landing.</p> <p>gm CONCUR. 7/10/73 BQH</p> <p>RETURN TO</p>			
FROM		DATE	
<p>→ Chief, Office of Operations</p>			
		PHONE	

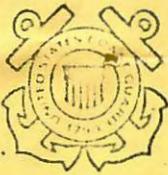
DD FORM 95  
1 OCT 60

REPLACES DD FORM 94, 1 FEB 50 AND DD FORM 95, 1 FEB 50 WHICH WILL BE USED UNTIL EXHAUSTED.

Stock No. 0102-000-6500

PLATE NO. 10869

☆ U.S. GOVERNMENT PRINTING OFFICE: 1971-714-276/995 2-1



*Capt Hogue -  
Please look  
into this &  
advise /g*

RECEIVED

CZ03JA623

RTTUZOVW RUEBNJA6374 1861949-UUUU--RUEBJGA.  
ZNR UUUUU ZOV RUEBNJA4794 REROUTE OF RUDAJOR33740186164553  
RUEBJGA T COMDT COGARD WASHINGTON DC  
R 051550Z JUL 73  
FM USCOC GALLATIN

TO RUEBNJA/COMDT COGARD WASHINGTON DC  
INFO RUEDEEA/COMLANTAREA COGARD NEW YORK NY  
RUESPNC/USDAO COPENHAGEN DENMARK

TELECOMMUNICATIONS CENTER

ACTION: G-0FP  
INFO: G-0SR-2  
G-0  
G-EAE  
G-000  
G-CP

BT  
UNCLAS  
TO GO  
HELO OPS

A. CG-419, ART 124, 125

1. DANISH AIR FORCE S-61 HELO MADE ROUTINE LANDING ON GALLATIN  
050953Z, DEPARTED 050956Z. NO PROBLEMS.

2. WAIVER NOT REQUESTED IAW REF A DUE INSUFFICIENT LEAD TIME  
AND PREVIOUS SUCCESSFUL OPS WITH U.S. NAVY SH-3D.

BT  
#0374

*why?*

*why -  
do you think this  
should be accepted  
without further comment?  
/s*

*NO /g*

LC

NNNN

*OP Deck 3 minutes  
We previously granted clearance for  
abouette type helicopter (as matter of convenience).  
Suspect C.O. used judgement, lacking sufficient time  
to obtain clearance IAW A 125 (No Requirement for this report)*

Gallatin

UNITED STATES COAST GUARD  
COMMANDANT'S OFFICE

Memorandum for- Comdt

I failed to mention the attached article when I gave you the proposed outlines for ICAF and CCGDIB remarks.

This was my reference to:

"The Coast Guard Goes to War."

You may have seen this already in the Magazine supplement to the 1 May issue of Navy Times.

✓/Resp.

B<sup>4</sup>  
26

# The Coast Guard Goes to War

**T**hey call themselves "Coasties," as if they were a breakfast cereal. Some Navy types call them "Boy Scouts," because of their wholesome, lifesaver image. Well, you can tease the Coast Guard all you want. ("Toss me a life jacket, I'm falling off this bar stool!") While the Air Force drills holes in the sky, the Army and Marine Corps play war games, and the Navy sails in circles, the Coast Guard is donning flak jackets, ordering battle stations, boarding ships on the high seas and seizing enough grass to keep Southern California high for a week.

The rest of the U.S. military may be at peace, but the Coast Guard is at war. Their lifesaving mission is well known. But increasingly in the past few years Coast Guard cutters have become law enforcement vessels, the federal government's front line of defense in its war on drug smugglers. Don Winslow, meet Eliot Ness.

The international marijuana trade has taken to the high seas. In the last two years the Coast Guard, working with the U.S. Customs Service and Drug Enforcement Agency, has seized dozens of ships attempting to smuggle drugs into the United States. In 1977 they confiscated more than a mil-

*Marianne Lester is managing editor of THE TIMES MAGAZINE.*

More than 200 miles off the coast of North Carolina, the crew of the Gallatin boards and seizes a Bahamian freighter carrying six tons of marijuana. At far right, armed Coast Guardsmen await orders to board the freighter. At right, the boarding

lion pounds of marijuana alone.

So while the other services practice for the next war, the Coast Guard is seeing some real action. When a cutter pulls up alongside a drug-hauling freighter, possibly armed, and the Coasties grab their ammo belts, helmets and M-16s for a seizure, the Navy sailors won't laugh.

"Fishhawk calling Martha. Fishhawk calling Martha. Am on pilot station standing by to receive the pilot." On the bridge of the Coast Guard cutter Gallatin, the officer of the deck is broadcasting a strange message. We are fairly skimming over the water, fighting the Gulf Stream to maintain 28 knots.

Orders have been radioed to the Gallatin from Atlantic Area Headquar-

ters in New York: Drop your routine fisheries patrol and head south as fast as possible. An informant has tipped off law enforcement agents that a drug smuggling operation is taking place off North Carolina. "Martha" — the mother ship — is suspected of transferring her cargo of drugs to several smaller ships for a drop off to the United States. The odd message the Gallatin is sending is to trick "Martha" into revealing her location.

So now we are heading south, to a point off Cape Fear, N.C. At midnight, the Gallatin's engineers had switched power from the ship's normal diesel engines to her much faster gas turbines. They are the same Pratt-Whitney engines used in the Boeing 707, and standing on the roaring decks behind them you know it. The sea is smooth,



# ard

## The Coasties Play Eliot Ness in the Battle Against Dope

By Marianne Lester

Photos by Joseph Malera

with small peaks of waves, like frosting on a giant cake. We are cutting through it like a knife.

Word of the new mission has spread throughout the 165 crew members. They are gleeful. Catching "dopers" is a hell of a lot more glamorous than boarding Spanish fishing vessels to count their squid haul. There's a cops-and-robbers excitement on the bridge, in the mess deck, even below decks in the loud, isolated engine room. And "Martha" is still miles away.

"Now, boarding party and prize crew muster in the wardroom." A voice crackles over the ship's intercom, and a dozen men race to the officers' wardroom for a briefing on the case, and how a boarding will be handled. At this point, no one is even sure if "Martha" is a U.S. or a foreign ship.



Suddenly "Martha" herself comes over the radio. "Martha calling Red Fox. Martha calling the Red Fox."

Red Fox? The Coast Guard "detectives" are baffled. What the hell is the code? Ens. Bill Schmitz, officer of the deck, stalls, answering that his radio is working poorly and reception is bad.

The Gallatin's skipper, Capt. Alan Breed, jumps up from the wardroom and heads for the bridge, almost forgetting his hat in his excitement. He is a tough, ambitious captain, with a reputation for firmness with his crew. He is known as an "aggressive" skipper, which means he likes action-packed cruises. "And he hates dopers," says a young officer with an admiring grin.

The Gallatin speeds up, now homing straight for "Martha." Extra lookouts are posted on the upper bridge. On the starboard side, boat lowering crews gather by the small boat that will take the boarding party to the other ship. Lt. Ed Moritz, the man who will lead the boarding party, appears on the bridge, strapping on a .45. "War is hell," a crew member tells him.

The boarding party is armed with M-16s and .45s. They seem a little awed by their own firepower. Executive officer Cmdr. George Moritz (no relation to Ed Moritz) briefs them again as they stand by the small boat. "Don't even draw your weapons unless your life is endangered. Use only the minimum amount of force necessary."

The boarding party is tense and excited. Now, clutching their rifles, they are no longer just Coast Guard sailors. They are policemen.

One of the women crew members has a T-shirt with the Coast Guard emblem and the words "Smokies of the Sea" on the front. It's the truth. These Coast Guardsmen have become cops, and they like it. "I feel like Baretta," a burly seaman grins. You can practically see them composing letters home in their heads. For the Coast Guard, this is war.

Suddenly a lookout yells to the bridge: "We have a contact ahead!" There on the horizon sits "Martha." Some quarry. A 100-foot rusting garbage can of a boat, lurching along ahead of us.

The Gallatin slows to a more normal speed, trying not to tip our hand. I am reminded of my dog Shy, who will chase cats at a dead run for blocks, only to screech to a halt in amazement when he finally gets close to one.

But "Martha" can't be fooled. A glit-

**Sea Crust, now manned by a prize crew of Coast Guardsmen, is tied up next to the cutter. After marijuana was found aboard, the freighter's crew was imprisoned aboard the Gallatin, and the Bahamian ship was seized and escorted into port.**

tering 378-foot Coast Guard cutter just happens to be lumbering up behind her? No. "Martha" speeds up. They've seen us, and they're running.

We begin to close in. 3400 yards. 2000 yards.

There must be a dozen people on the bridge. Everyone has on binoculars, struggling to make out the name painted on the stern of our quarry. Ens. Terry Burton, one of two women officers aboard, is squinting into a long spy glass trained on the freighter. There is a sort of informal competition to see who can read the letters first.

A lookout on the upper bridge wins. "Sea Crest! No, Sea Crust," he shouts into the speaking tube, which drops down over the helm.

The Gallatin moves closer, coming alongside Sea Crust. A U.S. Customs plane swoops in and begins to circle overhead.

From where the pilot sits, we must

look like a floating David and Goliath. The Gallatin, with its sophisticated radar, helicopter landing deck, five-inch gun, 20mm cannons, torpedo tubes, 50-caliber machine guns. And the Sea Crust, rust drooling down her sides, her filthy decks crammed with a jumble of barrels and ropes, paint peeling everywhere. It looks as if it would be lucky to have a slingshot aboard.

Maybe not. Suddenly a lookout shouts to the Gallatin bridge: "A man on the deck possibly has a rifle!" There is stunned silence on the bridge. The lookout repeats the warning. "What do we do if he shoots at us?" whispers a young boatswain on the quarterdeck. "Duck," says his companion with a shrug.

Sea Crust's home port is painted on her stern — Nassau. But curiously, it's spelled wrong: "NASSUA."

"All ahead two-thirds," the XO says,

**" 'A man on the deck possibly has a rifle!' There is stunned silence on the bridge. 'What do we do if he shoots at us?' whispers a young boatswain."**



and the Gallatin moves in. There is the atmosphere of the hunt on the bridge. People are craning their necks to get a good look at their prey. A young radio operator is muttering to himself, "We got 'em, we got 'em."

A communications officer tries to raise Sea Crust on the radio. "Motor vessel off my starboard bow, this is the United States Coast Guard cutter Gallatin. Please identify yourself." No answer.

The officer tries again, on all available channels. Still no response. "If they won't answer, that's perfect," says Captain Breed, thumbs up, smiling broadly.

He orders a crewman to run up the international flag meaning, "Identify yourself." "Log that we made numerous attempts to contact them," he tells a chief petty officer who is hastily writing down everything that happens.

On the Sea Crust, we can see four or five men on deck. They don't look very frightening. One of them runs to the stern and hauls up the Bahamian flag. Another pulls out a camera and starts taking pictures of the Gallatin as we pull alongside. It's a little pitiful — here we are about to arrest them and they're grabbing snapshots to send home.

Finally, radio communications are established. The Sea Crust's captain

has a strong Caribbean accent. Breed asks where he is heading. He answers that he is sailing from Trinidad to Baltimore.

"That's perfect," says an officer on the bridge with satisfaction. The Sea Crust's captain has just admitted he is going to the United States. A few more minutes of garbled radio conversation, and the captain heads below to the radio room to report to Coast Guard Atlantic Area Headquarters. The Customs plane keeps circling overhead.

We are stymied. If Sea Crust were a U.S. ship, the Coast Guard could board her immediately and search her cargo. But she is a foreign vessel, and delicate international relations come into play. We must wait until the State Department receives permission from the Bahamian government to board her as its representative and search for contraband. And that can take time.

Some of the crew are a little impatient, like policemen who must wait for the formality of a search warrant before they can make an arrest. These are military men, not diplomats.

They are not always dope busters, either. The Gallatin's cruise began as a routine fisheries patrol, an important but considerably less dashing mission.

Under the 1976 Fisheries Conservation and Management Act, the Coast Guard is responsible for patrolling more than two million square miles of ocean, spot-checking for violators of the new law. That law, designed to limit the amount of fish foreign vessels could catch, set the U.S. territorial limit for fishing purposes at 200 miles.

Foreign countries that wish to fish in our waters sign agreements with the U.S. and are allowed to fish inside the 200-mile limit for specified quantities of squid, herring, hake, mackerel and other fish. But their catch is limited by the law, and they must use fishing methods that will not harm other species.

The Coast Guard has less than two dozen cutters patrolling the East Coast for fisheries violations. Four were out during this cruise by the Gallatin, and the fishing was slow for the foreign ships. Our second day out, a boarding party from the Gallatin went aboard three Spanish fishing ships.

The fishermen were glad to see us. They'd been away from Spain for months and it would be weeks before they were home again. Company was welcome. They offered us fried potatoes and beer, and the two agents from the National Marine Fisheries Service found no violations in their catch or their methods.

Most foreign ships comply happily with the American regulations. Everyone expected a dull cruise

And it was, at least until we heard about "Martha."

All night we follow her, close behind her stern, like a hound tracking a squirrel. The boarding parties have been disbanded. All the Gallatin crew can do is wait and follow. In the wardroom they've set up a screen and started showing *Dog Day Afternoon*. The doors open periodically and sleepy officers, faces still creased from their pillows, walk in for coffee.

Work never stops on a ship. Normal duty is four hours on, eight hours off, but there's really no escape. You don't go home at night. Engine trouble, a faulty mechanism in the boat lowering wench, a change in course. The captain is called from the bridge a dozen times a night.

Outside, it is black, the impenetrable black only sailors see from ships. On the flight deck, a young seaman is stretched out staring at the stars. *It isn't a cliché, I think. Sailors really do gaze up at the stars at sea.*

Later I ask him what he was thinking about. He is embarrassed. He knows I expect something ponderous . . . "Oh, the meaning of life."

"I was thinking about getting my car fixed when I get home," he says.

The bridge is lit with an eerie glow, like a darkened room where someone is watching a dozen TV sets. The Sea Crust is just a few hundred yards ahead, steering a crazy, winding course. The navigator plotting her course is baffled. We are heading southeast, away from the United States. But where?

Captain Breed is afraid Sea Crust's crew will try to dump their drugs overboard. So two huge searchlights have been switched on to scan the water as we inch along — Sea Crust can make only about six knots.

The bow of the Gallatin and the lookout perches are crowded with men and women watching the black water. The searchlights whip around in a frenzy, highlighting waves, pieces of garbage, floating beer cans. The ocean isn't all that clean.

Every time someone spots something in the water, the huge cutter grinds to a stop. "There! Over there!" someone shouts. Breed orders the ship to be brought around. Something is floating in the water, all right. Something small and white. "Heroin, I bet," mutters a crewman.

Slowly, inch by inch, the Gallatin maneuvers closer to the object. It is like a whale trying to get close to a darting mosquito. Boatswains lean over the decks with hooks, flailing around in the water trying to pick up the white object. Breed is chomping his cigar tensely. He's determined Sea Crust is not going to get away with anything



Finally, the object is hauled aboard and brought to the bridge for the captain to see.

It is a Styrofoam cup.

The crew is in hysterics. Meanwhile, Sea Crust has inched on ahead into the darkness. "Christ, they can keep us hanging around all night picking up their garbage while they get away," says a chief petty officer. If the Sea Crust crew is smart, I think, they'll start leaving messages in bottles for Gallatin to pick up: "You're tailgating me." Or "Follow me to the Casbah."

The next day is quiet. The Gallatin rocks gently from side to side, like a hammock. It is sunny and calm. Men and women lurch down the passageways, going about their jobs. We are still following Sea Crust, which goes slowly through the water like an old man shuffling painfully down a sidewalk.

Gallatin's bewildered navigators are trying to figure out her erratic course. We seem to be heading southeast. A lot of us hope we will be forced to follow them to the Bahamas.

Meanwhile, the crew goes about its normal jobs. On the fantail, Seamen Kathleen Hughes and David Steele are painting a hatch cover. Even when you're chasing a "dope ship" the work of an average sailor goes on.

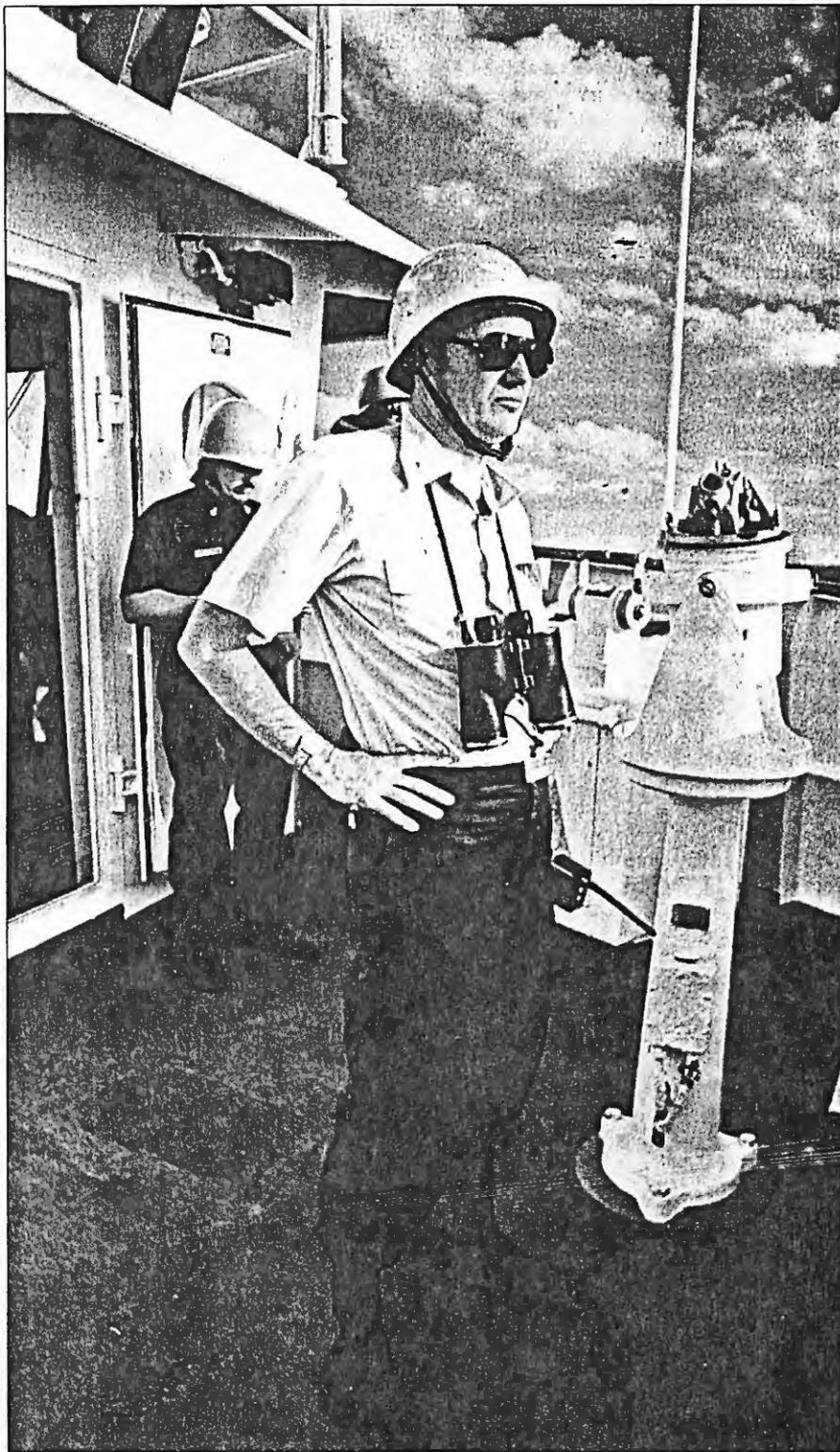
It's a beautiful day, warm because we're still in the Gulf Stream. A few off-duty crewmen strip off their shirts and stretch out for a tan. Every so often one of them ambles up to the bow for a look at Sea Crust.

Seamen Brian Hunter and George Sheridan grab a wadded-up piece of paper and play an impromptu game of basketball, shooting up at a loop on the helicopter deck. Soon they attract a small crowd. People will do anything to break the monotony of life at sea. No wonder the crew acts like Starsky and Hutch when they're chasing Sea Crust.

While we sit in the sun, State Department officials are arranging with the Bahamian government an agreement to allow the Coast Guard to board Sea Crust, search her cargo and detain the ship if necessary.

The law of the high seas is peculiar. If Sea Crust were an American ship, matters would be simple. Under Title 14 of the U.S. Code, the Coast Guard has broad law enforcement powers. Coast Guard officers can board any U.S. vessel anywhere in the world (except in the territorial waters of another country) without a warrant. They can search, seize, make arrests.

But Sea Crust is not a U.S. flagship. She is registered in the Bahamas, and under the 1958 Geneva Convention on the High Seas, that nation must give its approval to a U.S. boarding. If the



After ordering battle stations, the Gallatin's skipper, Capt. Alan Breed, paces the bridge wing waiting for Sea Crust's captain to submit to a search.

foreign government refuses, U.S. law enforcement officials are powerless. But that almost never happens. Contacting the Bahamian government is little more than a formality, but one that must be observed.

We are about 200 miles from U.S. territorial waters. There is nothing illegal about possessing marijuana on the high seas. But under the Hovering Vessels Act of 1930, a ship outside the American 12-mile limit can be boarded if there is reason to believe it is carry-

ing cargo intended for smuggling into the U.S. Such cargo can be seized, not as contraband, but as evidence in a conspiracy to smuggle.

It all seems pretty complicated and a little silly to the crew of the Gallatin. After yesterday's high-speed chase and dramatic contact with the quarry, loping along after her through the water is a disappointment. They were ready for a showdown.

Twenty-four hours after Sea Crust

first was spotted on the horizon, they get it. Coast Guard Atlantic Area Headquarters radios the Bahamian government's permission to board Sea Crust and search her cargo. Everyone goes into action. The captain orders anyone outside on the decks to be in full uniform of the day, including hats. Crew members line every deck and railing.

The two 20mm cannons forward of the bridge are readied and loaded. Excited gunnery crews, almost giddy at the possibility of real military action, take pictures of each other at the guns. Other gunners set up 50-caliber machine guns on the forward decks. The big five-inch gun on the bow has been tested — it swings around in wide arcs like a pivoting dancer.

If I were on the Sea Crust, I think I would appeal to the Coast Guard's better nature. I would jump overboard.

The Gallatin swings up quickly toward Sea Crust, like a cop pulling over a speeder on the highway. I can imagine Breed as a highway patrolman. He is tall, bald, authoritative. Maybe he will just yell to the Sea Crust's captain, "Let me see your license and registration, sir."

But Sea Crust's captain is not about to be intimidated. Breed raises him on the radio. "Sea Crust, this is the captain of the U.S. Coast Guard cutter Gallatin. Please stop your vessel and prepare to receive my boarding party."

The radio connection is faulty, but the freighter captain's voice cuts through the static. "No," he says. "I have not violated no law. I am on the high seas. You cannot come aboard my vessel."

Breed is standing on the starboard bridge wing, staring coldly down at the little ship. He repeats his order, adding that the Coast Guard has the permission of the Bahamian government.

The Bahamian captain's voice is a little more hysterical, but he holds his ground. "No, captain, I have not violated no law. I am going to St. Martin or Antigua. You can follow me to the first British port. I will see my lawyer. You can check my papers there. But I have the right to keep my ship under way."

Gallatin's crew is speechless. You've gotta admire the guy's guts. Here he is, peering up at a shiny white 378-foot cutter with all its weapons trained on him, and he won't pull over. It is a stand-off.

Breed, tall and impressive in his crisp blue uniform, binoculars hanging around his neck, a radio clutched in his left hand. He looks a little like a young Eisenhower. Opposite him, a small, defiant black man holed up in his radio room.

Breed is patient in the showdown. Over and over he repeats. "I intend to

**"He's trying to ram us!" someone yells. Shouted orders. Gallatin moves quickly ahead."**

board your vessel. I have the authority of the Bahamian government. Please stop your vessel and prepare to receive my boarding party. At this time and in this place."

"I am on the high seas!!" Sea Crust's skipper keeps screaming in a dramatic Caribbean accent. "Captain, if you want to blow my ship apart, you can, but this is piracy!"

Gallatin is maneuvering closer to Sea Crust, pulling ahead of her port bow. Breed is pacing the bridge wing as he talks. Suddenly, incredibly, the little freighter begins to steer straight toward our starboard side.

"He's trying to ram us!" someone yells. Shouted orders. Gallatin moves quickly ahead, with a burst of speed that sends some people reeling into the railings. Sea Crust passes behind Gallatin's stern. (Later, the engineers say there were sparks flying all over the engine room as the ship strained to avoid a collision.)

Breed is white-faced. He leaves the bridge, goes down to the radio room to double-check with headquarters. When he comes back, he looks even more determined.

"All right, all hands to general quarters! Battle stations!"

*Battle stations!* These people are serious. Alarms sound throughout the ship. Everyone puts on a helmet. Men in boots shove their pants inside them. Men with socks pull them up over their cuffs.

Again, Sea Crust's captain refuses to anchor and allow a Gallatin party aboard. "All right," Breed says. "Prepare to fire." His face is grim.

The gunnery crews are ready. From the 20mm cannons on the forward deck, an abrupt rat-atatatatat sounds. The sound is piercing, as if an unexpected storm has released its thunder over the ocean. The crew fires a short burst well ahead of Sea Crust's bow.

But Sea Crust's captain keeps going. *He's crazy, I think. Another shrill burst from the 20mm. We wait.*

Finally, over the radio, the Sea Crust captain says quietly, "Captain, if you want me to stop, I'll stop."

It is dusk. A few impudent clouds glide across the clear pink sunset. Sea Crust stops ahead of Gallatin's bow. An eight-man boarding party, armed with M-16s and .45s, motors over to Sea Crust. The American flag and the Coast Guard ensign flutter in the breeze as the little boat bobs up and down in the waves.

On the bridge of the Gallatin, we listen as the leader of the boarding party, Operations Officer Lt. Ed Moritz, climbs aboard. There are eight people aboard Sea Crust. We can see bright orange Coast Guard lifejackets herding them together on the stern. Moritz goes through the ship's papers, then heads down to the hold to check the cargo.

At 5 p.m. Moritz radios the Gallatin: "We have found a large number of bales of what appears to be marijuana."

Ten minutes later, another message: "We have tested the cargo and it is marijuana and/or hashish."

There are six tons of marijuana aboard. Much more apparently already has been unloaded, for the cargo hold is almost empty.

By 7 p.m. Breed has been radioed permission to "seize" Sea Crust rather than simply "detain" it. We are about 230 miles off the coast of North Carolina. The nearest port is Wilmington. The eight crewmen of Sea Crust will be held prisoner on the Gallatin while the two ships sail to port.

There are no prison facilities on the cutter, so a balloon room next to the flight deck is turned into a makeshift jail. "We don't want to have a floating Andersonville," says the XO with a smile. "Something between the Ritz and Dachau."

By 9 p.m. the first prisoners are brought aboard. They look frightened, dirty, poor, dragging their own lice-infested mattresses with them. They are all Bahamian. Four seamen armed with billy clubs guard their room.

The prisoners tell the guards they haven't been paid for months. Only the captain, Nollie Alexander, attempts to maintain a semblance of dignity. He demands that his toothbrush be brought over from Sea Crust.

In the wardroom, a group from the boarding party is laughing about the personal letters they found among Alexander's papers. "He thinks he's the prince of the Caribbean," grins an officer. Apparently, Alexander had written a series of identical love letters to women in every port he's visited lately. "Oh, darling, I can never forget the last night we spent together. . . ." The men of the Gallatin are laughing at the "little lover."

A "prize crew" from the Gallatin remains on Sea Crust to sail it into Wilmington. She follows us, 1800 yards behind, all night. It is foggy now, and

her lights are barely visible behind us, glowing like dim candles in the dark. Gallatin sounds her fog horn every two minutes, a haunting boom that can be heard throughout the ship. But no one wants to sleep much tonight.

A few black crewmen gather on the fantail in the dark. They have portable tape decks, and the disco music seems strangely comforting in the murky night. Their laughter sails off into the sea air, floating back toward Sea Crust chugging along behind us.

The prisoners in the balloon room are probably more comfortable than they've been in months. They get hot baths, magazines to read, decent food. They are allowed to exercise on the flight deck.

Aboard Sea Crust, however, Gallatin's prize crew is miserable. The ship is filthy. Food has to be brought over from Gallatin's kitchens. Rats scurry through the berthing area, and most of the prize crew choose to stay awake or sleep on tables.

But the prize crew tries to keep a sense of humor. Ens. Carl Nagata, named "executive officer" of the Sea Crust, puts out a bogus "Plan of the Day" that includes the following instructions:

"1) All hands are reminded to salute the bridge when they come up on the damn bridge. And don't forget to call the C.O. 'sir' all the time and to salute a lot.

"2) There will be a Human Relations Seminar and a Morale Committee meeting right after Captain's Mast.

"3) Department heads are to book a lot of guys prior to Captain's Mast."

**Gallatin's cruise, which ended with a high-speed chase of drug smugglers, began as a routine fisheries patrol. Below, Spanish fishermen, whose trawler the Gallatin crew inspected, take a lunch break, as the cutter hovers in the background.**



Two days after the boarding of Sea Crust, the ship ties up next to the Gallatin and the prize crew comes back aboard. They look like skid row derelicts — exhausted, dirty, unshaven.

"I wouldn't let my dog sleep down there," says one seaman. Before they can come back aboard the cutter, they must go through the decontamination chamber, a sealed shower designed for nuclear exposure. It works on lice too.

Nagata emerges on the deck of the Sea Crust, carrying a plastic bag full of marijuana. He holds it aloft for the crew members on Gallatin to see. They let out a small cheer. "I'll be happy to smoke it and let you know if it's any good," yells a crewman.

Guards are posted to protect the evidence. "Who's going to guard the guards?" asks a young officer. The guards carry baseball bats to kill any rats who try to cross the mooring lines to the Gallatin.

It is Thanksgiving. The aroma of eight turkeys baking on the ship seems to warm the sterile gray walls of the passageways. The prize crew gets its first hot meal in two days. That night, the prize crew and the boarding party sit together in the wardroom, writing out affidavits of what happened. Their affidavits could be used as evidence in the trial, so they want to be very careful and accurate.

So careful, in fact, that some of them begin compiling the affidavits together, comparing notes on events, times. They seem sensitive about the propriety of what they are doing, finally notice that I am watching. "Now, don't

you write that we were in collusion on our testimony!" says Ed Moritz with a nervous laugh.

(It turns out to be a moot point. At the trial of Sea Crust's crew in February, none of the affidavits were admitted. Only Captain Breed's affidavit was used in a pre-trial hearing.)

By the next day, it is all over. The Coast Guard ship Point Martin, from Wilmington, comes out to the Gallatin with a U.S. attorney and agents from the Drug Enforcement Agency and U.S. Customs. The evidence the Coast Guard has gathered is turned over to them.

Gallatin navigates slowly up the Cape Fear River to Wilmington. Sea Crust is towed by a tug boat and tied up at a dock near the Gallatin. The cutter will dock overnight in Wilmington, then head back out to sea to finish its fisheries patrol. There is no shore leave for the crew.

That night, the Gallatin crew huddles around the ship's TV sets, watching the local news for word of their coup. There's a small item in the *Wilmington Morning Star*, but it doesn't mention Gallatin's firing to force Sea Crust to stop. It is just a routine four-paragraph item: "Grass Freighter Escorted."

"But that's not what it was like!" wails a gunner in disappointment.

No, you had to be there.

On Feb. 20, 1978, all eight Sea Crust crewmen went on trial in Wilmington, N.C. Along with nine other defendants arrested on shore, they were charged with conspiracy to smuggle marijuana into the United States.

Several Coast Guardsmen from the Gallatin testified: Captain Breed, Executive Officer Cmdr. George Moritz, Lt. Ed Moritz, who led the boarding party, Ens. Carl Nagata, and a Fisheries agent who went along with the boarding party.

Sea Crust's captain, Nollie Alexander, was convicted and sentenced to three years in prison and no fine.

The other crew members were acquitted for lack of evidence that they took an active role in the conspiracy.

Five others arrested on shore were convicted and sentenced to five years in jail and \$5000 fines. Three other defendants pled guilty and have not yet been sentenced. Two defendants were acquitted.

Sea Crust's crew was scheduled to be returned to the Bahamas. Alexander will be eligible for parole in one year, at which time he probably will be returned to the Bahamas.

Sea Crust itself will be sold by the Customs Service. And the informant, who first tipped off U.S. officials and who later testified at the trial, will be rewarded with 25 percent of the sale



DEPARTMENT OF TRANSPORTATION

# COAST GUARD NEWS

Public Affairs Office  
3rd Coast Guard District  
Governors Island, NY 10004  
(212) 668-7114

Release No.: 47-79  
Contact: Photojournalist Paul Mobley

Date: 12 March 1979  
Time of Release: IMMEDIATE

## COAST GUARD HOSTS NAVY BRASS

Admiral Thomas B. Hayward, Chief of Naval Operations, and Vice Admiral James H. Doyle, Jr., Deputy Chief of Naval Operations for Surface Warfare, visited the U. S. Coast Guard Cutter GALLATIN this morning for a first-hand look at how the Coast Guard gets things done.

Upon their arrival by helicopter, they were greeted by Admiral John B. Hayes, Commandant, U.S. Coast Guard, Captain John D. Costello, Chief of Staff, Third Coast Guard District, and Captain J. D. Fear, Commanding Officer of GALLATIN.

The visit to GALLATIN, a 378-foot cutter, was part of a study aimed at reconfiguring the 378-foot class cutters to equip them with more modern gun and fire control, new radar and sonar capabilities, and other refinements that would make them more efficient as part of the Navy's arsenal. Ordinarily an element of the Department of Transportation, during time of war or national emergency, the Coast Guard becomes a part of the Navy.

COAST GUARD HOSTS NAVY      2      2      2      2      2

Of special interest to the Navy visitors was the success that GALLATIN has had with women as an integral part of her crew since 1977. The Navy only recently assigned women to its ships.

Following a demonstration of GALLATIN's maneuverability utilizing her twin gas turbine engines that can drive the cutter at speeds in excess of 28 knots, the visitors toured the cutter.

Also in attendance were Captain William A. Cockell, Jr., Executive Assistant to Chief of Naval Operations, and Lieutenant Colonel Clifford R. Dunning, U. S. Marine Corps, Aide to the Chief of Naval Operations.



DEPARTMENT OF TRANSPORTATION

# COAST GUARD NEWS

News and Photo Center  
Third Coast Guard District  
Governors Island, NY 10004

Release No.: 119-79  
Contact: Bob Jones - Chief Photojournalist

Date: 6 June 1979  
Time of Release:

IMMEDIATE

## ANOTHER DRUG SEIZURE OFF PUERTO RICO

A New York based Coast Guard cutter has seized another vessel off Puerto Rico carrying tons of marijuana.

Yesterday afternoon, Coast Guardsmen from the cutter GALLATIN boarded and seized the 80-foot fishing vessel CHARLIE M carrying 17 tons of marijuana valued at over 10 million dollars 130 miles SW of Puerto Rico.

Four crewmen - all U.S. citizens were arrested.

James Swope, age 33, Maimi, Florida.

Clinton Hayes, age 25, Tampa, Florida.

Stephen Black, age 31, Seal Beach, Calif.

Ron Auth, age, 31, no address.

The CHARLIE M is under escort by the GALLATIN and scheduled to arrive in San Juan about 3 PM today where the marijuana and crew will be turned over to customs officials.

The GALLATIN is a 378-foot high endurance cutter homeported at Governors Island in New York harbor.



DEPARTMENT OF TRANSPORTATION

# COAST GUARD NEWS

News & Photo Center  
USCGC GALLATIN (WHEC 721)  
FPO New York 09570

Release No.:

Contact: PAC Bob Jones

Date: 3 October 1980

Time of Release:  
IMMEDIATE

### M/V LAVA SINKS IN CARIBBEAN

The Coast Guard Cutter GALLATIN was diverted from Refresher Training at Guantanamo Bay, Cuba on 1 October to assist the 293-foot Panamanian merchant vessel Lava on fire near South Caicos Island in the Bahamas.

The Governors Island, NY based cutter and its crew of some 160 men and women rushed to the stricken ship which was dead in the water 290 miles northeast of Guantanamo Bay, Cuba.

The Lava's crew had abandoned the ship within minutes after the fire burned out of control in the engine room.

They were picked up by a Coast Guard helicopter from Borinquen, Puerto Rico and a Coast Guard small boat from nearby South Caicos LORAN Station. There were no injuries to the Lava's crew.

Arriving on scene 12 hours after getting underway from Guantanamo Bay, GALLATIN damage control parties boarded the smoldering vessel which by then had been reduced to a charred and blistered derelict.

The damage control parties extinguished remaining flames and proceeded to dewater the vessel working through the night.

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After pumping some 300 tons of water from the ship and unable to gain on reducing the water level, LTJG Fred Harwood who was in charge of the DC party began to suspect either a sea valve or hull damage was flooding the vessel. Despite efforts to save the vessel the Lava sank on 2 October at 3:51 Eastern Daylight Time.

The GALLATIN is currently on a three month patrol in the Caribbean.

The 378-foot vessel will be in Guantanamo Bay for approximately a month for Refresher Training.

It is one of 12 high endurance cutters in the Coast Guard. The highly versatile cutter upholds many missions of the Coast Guard including law enforcement, search and rescue, ocean science research, and as a training platform for future officers in the Coast Guard.

In March 1979, the cutter served as On-Scene-Commander during the evacuation of St. Vincent Island residents when Mt. Soufriere erupted.

There are 10 women on the GALLATIN (one officer, nine enlisted). The ship is one of several of the service's larger vessels that have women serving on board.



DEPARTMENT OF TRANSPORTATION

# COAST GUARD FEATURE

News and Photo Center  
USCGC GALLATIN (WHEC 721)  
FPO New York 09570

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Contact: PAC Bob Jones

Date: 28 September 1980  
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## GTMO DIARY - Part I

When you first hear the tangy low whine penetrating the bulkheads and passageways of the GALLATIN, you think of John F. Kennedy International Airport. But with the steady pitch and roll of the ship, coupled with the rising metallic hiss of two Pratt-Whitney 707 jet turbines — that are crammed back aft in the engine room, you begin to realize just how far the world of the seafarer has come in the twentieth century.

Shakespeare once wrote, "Ships are but board, Sailors but men...". Well, he might ponder that now in this day and age of turbines and men and women serving on board cutters in the Coast Guard.

The Governors Island based cutter and its crew of some 160 men and women are on their way to GTMO; Guantanamo Bay, Cuba and four grueling weeks of REFTRA, (Refresher Training), under the fierce Caribbean Sun and the watchful eyes of Navy and Coast Guard observers.

The 378-foot cutter left its homeport in New York harbor on 6 September stopping briefly in Norfolk, VA and Ft. Lauderdale, FL on the first leg of a three month deployment.

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GTMO DIARY 22222

At Norfolk, GALLATIN crew members attended various schools in Damage Control and Navigation to prepare themselves for the numerous exercises to be conducted later at GTMO. Some four hundred and fifty man days of training were involved during the five day visit.

While docked at Port Everglades in Ft. Lauderdale having the ship's Sonar gear checked by the Navy, the GALLATIN came to the rescue of one of the aircraft carrier USS Independence's small boats.

It began when the ship's Quarterdeck watch first noticed a seaman from the carrier running down the pier shouting that one of their liberty launches was taking on water and sinking.

A small boat from the GALLATIN was immediately lowered coxswained by BM2 Alex Vazquez who proceeded to a nearby liberty pier with several pumps. At the scene, Vazquez and his boat crew found a 40-foot launch with a blown shaft seal rapidly filling with sea water. The pumps were placed on board the craft which had the flooding under control about an hour and a half later much to the thanks of <sup>(the)</sup> grateful Navy boat crew.

Leaving Florida on 18 September, the ship headed south into the balmy seas of the Caribbean and docking at the Naval Station in Roosevelt Roads, Puerto Rico four days later.

"Rosy Roads", is a large facility scattered over some 15 square miles of lush tropical terrain that is nestled against Puerto Rico's low green Luquillo <sup>(o)</sup> Mountains. The station is approximately 35 miles from the island's Capitol, San Juan. Getting there proved difficult

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GTMO DIARY 33333

for liberty crews because of exorbitant cab fares and the lack of adequate bus service.

San Juan is a sailor's delight with 16th Century Spanish Forts, narrow winding streets lined with shops and cafes that ring majestic San Juan Harbor.

Back at the ship, personnel from Gunnery, Electronics, Radar and Sonar were busy readying themselves for WSAT exercises. WSAT (Weapons Systems Alignment and Testing), is still another preparation in the clog of training to ready the ship for REFTRA and GTMO. Torpedo firings were conducted on 24-25 September to align the various shipboard fire control systems with the weapons systems for the ASW, (Anti-Sub Warfare) exercises yet to come.

The GALLATIN left Puerto Rico on 25 September making an overnight stop on the small island of St. Croix in the Virgin Islands. St. Croix is 56 miles southeast of Puerto Rico. Here, the ship's Sonar gear was put through a series of tests with the Navy's Underwater Range for bearing and range accuracy. St. Croix's two principle towns Frederiksted, (where the ship was moored), and the larger more prosperous Christiansted located on the fare side of the island, provided a brief tranquil diversion for the ship's crew.

Swinging northwest the following day, the GALLATIN began a three day run towards Cuba and Guantanamo Bay.

All shipboard departments continued final preparations in readiness for the intense drilling that lay ahead.

The Engineering Department conducted various casualty drills, for they will play an integral role in the exercises once at GTMO. The engine room is the heart and life of any vessel and without power, topside departments would not be able to perform their support in the

(more)

operation of the ship.

During REFTRA, these drills will finally merge all Departments and components of prior training and exercises into teamwork during various battle scenarios to produce a "Fighting Ship of the Line", a vessel and crew working as one defensive or offensive unit in peace or war.

The ship's Commanding Officer, Captain William P. Leahy Jr., a 21 year Coast Guard veteran and 1959 Academy graduate said, "For a 378-foot class vessel, Refresher Training at Guantanamo Bay, Cuba is the one and only opportunity during the course of the year which provides a vessel sufficient dedicated time, instruction, observer expertise, and fleet ~~services~~<sup>services</sup> - aircraft, submarines, target ~~ships~~<sup>ships</sup> and other surface units to effectively train the crew and mold them into an efficient team to be able to carry out their missions".

Ensign Joanne McCaffrey who graduated from the Coast Guard Academy in May felt that REFTRA will be highly beneficial for her and the other new ensigns on the ship because of the broad intensity of the training in all aspects of seamanship in such a short period of time. She added that she didn't realize the amount of preparation and work needed to ready the ship for the drills. She serves as the ship's Assistant Navigation Officer.

On the deck, BMC Joe Hedrich and his crew of 45 petty officers and seamen continued to put the final touches to their gear in readiness for what he calls, "The important first day, when the observers check the ship's equipment readiness. Most people don't realize the sweat that goes into getting ready for this, ~~so~~ so we can train to be ready. I never feel comfortable aboard a ship until my deck force has gone through the complete evolution of a REFTRA.

Most of my deck hands are green horns. Some of the drills like high-lining for instance, can be extremely crucial during a replenishment operation or more importantly a medivac at sea. Everybody, and I mean everybody involved in a high-line operation has to know what he or she is doing. Getting ready for the Navy and our Coast Guard observers is ulcer building in itself. I have to have all my gear lettered properly. Lines have to be exactly the right length; no more, no less. My Damage Control petty officers have to have all of their equipment and top side spaces properly stenciled. There is no room for error. Each piece of gear has to be ready or we work through the night to make it right. And, during all of this, its going to be so incredibly hot that I'll have to worry about heat fatigue and possible sun strokes because of the heavy life jackets and hard hats we have to wear. But, he added, GTMO's going to make sailors out of them I'll guarantee you that".

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It is Saturday, 27 September on the GALLATIN, as the ship glides through the deep blue waters of the Caribbean towards Cuba and Guantanamo Bay. From the Bridge to the Engine Room, a bustling atmosphere resounds through the vessel. Various drills are periodically piped, the cooks in the Galley are preparing the noon meal, final checks on watch, quarter and station bills are being made, for tomorrow, the ship will enter GTMO and the beginning of the arduous second leg of its journey.



DEPARTMENT OF TRANSPORTATION  
**COAST GUARD**  
**FEATURE**

News and Photo Center  
 Third Coast Guard District  
 Governors Island, NY 10004

Release No.:  
 Contact: PAC Bob Jones

Date: 16 December 1980  
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 IMMEDIATE

GITMO DIARY PT. II

It is already getting hot, as the Caribbean sun peaks over Guantanamo Bay's low, barren hills that dot the northeast side of the harbor. The GALLATIN heads out to sea for another long day of refresher training off Cuba's southern coast.

After more than a month in the tropics the evolutions of refresher training are wearing deeply on the tanned GALLATIN crew. Today we enter the final phase of battle problems conducted by the Naval Fleet Training Group.

Guantanamo Bay, (GITMO) is the U.S. Naval Base at the southern end of Cuba. Here, Uncle Sam has staked out 45 square miles of territory under a perpetual lease agreement, signed in 1934, that at times has not been too cordial under Cuba's present Communist regime. The U.S. Military has occupied "GITMO" since 1903, making it the oldest American base on foreign soil.

In 1943, the Navy selected the bay for Fleet Training Exercises because of its natural harbor, extreme depth of the nearby ocean and the year long tropical weather.

In 1956 Coast Guard ships were included in the training excercises.

The several thousand military personnel and dependents who live and work in "GITMO" are surrounded by 17.4 miles of high wire fence that is patrolled by American and Cuban guards 24 hours a day. Each year up to 75 Naval and Coast Guard ships put into "GITMO" for refresher training. Nowhere on the Atlantic seaboard does a port or base have the comparable facilities to handle fleet training of this magnitude.

GALLATIN first arrived on 28 September, sharing dock space with an assortment of Naval vessels which were either in some phase of refresher training or using the port facility for refueling.

The next day, Navy and Coast Guard Fleet Training Group observers briefed us on the initial Training Readiness Evaluations, (TRE), referred to by some of the crew as "the important first day".

The crew had been preparing for this for weeks. Prior to arrival here, various shipboard equipment and systems had received calibration and alignment certification from Naval specialists, while GALLATIN personnel attended a variety of Navy schools on navigation and damage control.

Gear, from the ship's engine room to the signal bridge, had been checked, labeled, and/or cataloged.

GITMO II 3333333

Training manuals, publications, and instructions were brought up to date. Proper safety precautions for everything from handling gun powder to hearing protection in the engine room were insured - all to meet the specific standards demanded by the Coast Guard to insure the material readiness of the ship to begin formal training.

Equipment or portions of the ship that do not meet up to the requirements are listed as deficiencies. Both Navy and Coast Guard ships that enter "GITMO" usually run into trouble in shipboard damage control. This is one element ~~of~~ that all departments of the cutter have in common. It is during this phase — that deficiencies usually pop up. These included out-dated compartment check-off lists, equipment preventive maintenance schedules, and improper damage control markings.

Almost daily, GALLATIN personnel worked to correct deficiencies, as the ship put to sea with FTG observers on board to run us through a variety of drills.

Over the weeks, the grind of "GITMO" is often felt from early reveille to late night hours as department personnel slowly tighten battle, general emergency, and sound powered phones in the heat and humidity of the Caribbean weather.

Under the watchful eyes and guidance of FTG observers,

-more-

GALLATIN crewmembers go through the step-by-step drilling procedures outlined in battle scenarios that affect every component of the ship.

Bridge and Combat Information Center (CIC) personnel are put through swept channel and low visibility navigation exercises requiring movement if the ship in a "blind" situation in Guantanamo Bay.

The quartermasters stationed on the signal bridge are drilled in a series of flag hoist operations. The use of flag hoist is something not often done by the Coast Guard and the drill allowed the QM gang an opportunity to experience a type of visual communication used extensively in Naval Task Force operations. Its use serves its purposes during wartime when the Operational Task Force Commander - usually the senior officer on an aircraft carrier - wishes to relay information to other vessels without the use of radio. Signal bridge personnel also drill extensively in the use of semiphore and signal light with other ships.

GALLATIN's 24 hour a day communication link to the fleet during the exercises comes through Radio Central. There the radio gang are put through a series of drills involving all facets of communications which affect Coast Guard vessels working with the Navy.

Up to 500 messages a day, sent via Fleet Broadcast

are monitored by GALLATIN where, occasionally, Naval Task Organization procedures are allowed to familiarize the newer radio personnel with Navy systems in case the Coast Guard would come under the Navy in time of war.

Periodically, man overboard drills are conducted where accountability of the entire crew has to be tallied within 10 minutes to find the "missing" GALLATIN crew member, selected at random by the FTG observers and kept from his or her mustering station. A ship's small boat has to be launched and "oscar", (a canvas dummy), must be picked up within 5 minutes. Points on the final score are taken off if crewmembers do not handle "oscar" as a first aid casualty back on board the ship.

One exercise conducted only by the Coast Guard is the boarding drill. Using a civilian tug under Navy contract, the crew play act as drug smugglers with unerving realism. An armed boarding party, lead by Ensign Gerald Girard, has to search the tug for some of its crew who are hiding. They then carry out the proper legal procedures employed for persons suspected of carrying contraband. Coast Guard observers also graded the boarding crew on a simulated "defector" exercise. Towing exercises with the tug also were carried out.

As the GALLATIN enters Guantanamo Bay following

GITMO II

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a long day of drills, precision anchoring and mooring  
exercises are conducted.

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### GITMO DIARY - Part III

Days turn into weeks as GALLATIN's Refresher Training is carried out under the watchful eyes of the Fleet Training Group. Critiques are held following the drills to pursue areas needing improvement. In the evening, while tied up in "GITMO", the duty section repeatedly carries out in-port fire drills and musters the rescue and assistance details.

One night, GALLATIN rescued the Navy again. (Earlier in the patrol, a similar case occurred in Fort Lauderdale, Florida.) A 40-foot Navy utility boat was taking on water at a nearby pier and the rescue and assistance detail was called out. A short time later, they had the situation under control by dewatering the craft.

GITMO liberty is certainly not the equivalent of the GALLATIN's homeport, New York City, but the crew makes the best of it by organizing ship's parties at a nearby park on weekends. On one occasion, the galley's cooks prepared a large roast pig with all the trimmings.

Guantanamo Bay is a small community, but the Navy and Marine Corps have a variety of standard diversions including sports activities, clubs, theaters, and exchanges, where prices are substantially lower than in the States. Sunbathing is a popular pasttime in the 85-plus degree weather and the GALLATIN crew sports deep tans which, at this latitude, are not unusual for the month of November.

Other Coast Guard cutters arrive and depart GITMO during the GALLATIN's stay. The Milwaukee-based icebreaker WESTWIND and high endurance cutter HAMILTON, from Boston, participated

refresher training and DALLAS, a 378-foot cutter based at Governors Island, makes a brief stop while on Caribbean patrol.

As GALLATIN and crew continue their refresher training, individual drills begin to interlock with other drills and eventually lead toward the final battle problem where ship and crew work as a team in a simulated combat situation.

In combat, two areas of extreme importance to a ship are first aid and damage control. HMC Scott Stephens, GALLATIN's sole corpsman, gave periodic first aid lectures to the crew prior to arrival in Guantanamo. Each shipboard department is responsible for rendering first aid should a casualty occur in their space. During General quarters, FTG observers randomly pick someone at their station and announce that he or she has been electrocuted or received a serious injury. Personnel on hand have to know immediately what to do to render aid until stretcher bearers sent by Damage Control Central arrive. Grades are established on the first aid knowledge of personnel on scene and the efficiency of how the patient is transported to the nearest battle dressing station.

Of all the dozens of drills conducted by GALLATIN, both inport and at sea, personnel involved with Damage Control hold their posts most frequently.

Effective damage control is paramount in the survival of a vessel. There are five damage control stations on the GALLATIN which are responsible for keeping the ship afloat and in operation

during any general or battle emergency. Damage Control Central, positioned strategically in the center of the ship, coordinates this task with the satellite repair lockers located forward, aft, and near the engineering spaces. A repair station manned by electronic technicians near the bridge handles electronic casualties while the forward and aft repair lockers are primarily concerned with ship structural damage. The repair locker in the ship's machine shop is responsible for engineering casualties.

MKC Garry Phillips, the on-scene-leader for the aft Repair-3 Locker gives this description: "The FTG observers grade us on our knowledge and use of equipment. We have three minutes to be manned and ready after the general quarters alarm is sounded. Frequently, they ask us on-the-spot questions about how to deal with different types of fires and particular use of gear in each situation. I think just about all of my people are confronted by those guys in one form or another."

Chief Phillips and his crew, as well as personnel at other repair lockers, need to deal with other simulated emergencies, including missile and torpedo attacks, where flooding control is exercised. The FTG observers make things difficult for these crews by springing personnel casualties on key personnel in the middle of the exercise, then drilling the repair personnel on their knowledge of first aid.

After weeks of drilling in the tropical weather, GALLATIN puts to sea on 4 November to face the final battle problem where all of the seemingly endless hours of training finally come together during one complete refresher training evolution. On this morning,

GALLATIN faces the "enemy" in a simulated, but realistic, battle scenario.

#### THE FINAL BATTLE PROBLEM

The GALLATIN crew are at their battle stations, two Navy F-4 jet fighters come in out of the sun and close in on the ship at 600 knots.

Ensign Robert Mobley, the Officer of the Deck, begins immediate evasive maneuvers with information fed from CIC to make GALLATIN as small a target as possible. Personnel manning weapons systems from fire control to GALLATIN's 5-inch and 20mm. guns, "lock" in on the target as the aircraft scream over the ship.

The FTG observers put the gun crews through several excercises involving both free local control (firing at will), and drills where the ship fire control systems electronically lock in on the target.

The mainstay of GALLATIN's firepower, its 5-inch gun, has a range of up to nine miles and is located on the foc'sle. The excercises are conducted from 3,000 to 15,000 yards from the targets, depending on whether the drill involves air or surface action. Naval aircraft from GITMO also are used as simulated offensive air missiles, so GALLATIN radar crews can experience, on their scopes, the realism of a combat air attack.

Combat Information Center's radar and sonar technicians man a variety of scopes, plotting boards and listening devices that serve as the battle nerve center of the ship. Here, teamwork efficiency is put to the maximum during critical seconds that demand crucial battle information that is fed to the bridge and

and the weapon systems when the ship is under attack.

During anti-submarine warfare drills, sonar technicians are afforded an opportunity to "listen" and track a sub's echo on their scopes with the sub taking evasive action. GALLATIN has six torpedo tubes on the port and starboard side of the ship for anti-submarine warfare which, earlier in the patrol, had been tested off St. Croix, in the Virgin Islands.

During the battle problem, simulated enemy aircraft, missiles, and submarines all attack GALLATIN. This generates a considerable amount of offensive and defensive repercussions affecting every man and woman on board.

As the battle problem envelopes the vessel, personnel from the bridge, CIC, weapons, damage control, first aid, and the engineering spaces perform their supportive roles according to the battle scenario, producing the effective teamwork required in time of war.

The FTG observers throw every possible contingency angle at GALLATIN's crew. In addition to the attack, equipment and personnel casualties are constantly sprung all over the vessel. In combat, LT Michael Collier, the ship's Operations Officer, notices one of his radarmen doodling on a vertical plotting board with a grease pencil and acting strangely. At first, LT Collier thinks the man is not standing his general quarters station properly, but then realizes the FTG observers have sprung a battle fatigue casualty on one of his men.

The man is removed from his station, which immediately has to be filled by another radarman. All of the personnel in CIC have to be able to perform other watchstanders duties in this type of situation to some degree.

A nuclear surface burst exercise adds to the mounting problems confronting the GALLATIN crew. The crew has to know the rudiments of NBC warfare and how to deal with the threat of radiation following an explosion.

After a simulated blast, the ship immediately maneuvers upwind and away from the detonation and simulates the water washdown system to minimize radioactive fallout. Monitor teams check the ship for "hot spots" of radioactivity and report their findings to Damage Control Central. Personnel who receive a simulated dosage exceeding the safety limit have to proceed to a decontamination station.

The battle problem finally ends after the nuclear exercise and GALLATIN heads back toward the low brown hills of southern Cuba and Guantanamo Bay. The ordeal of Refresher Training for GALLATIN is finally over, but it gives its crew the experience of the supportive military role the Coast Guard would play if our nation were to go to war. GALLATIN, like so many other Coast Guard cutters, usually works independently in its primary missions of protecting lives and property at sea. GITMO gives a glimpse of the other side of the coin.

Sunday, July 18, 1982, 5:08 PM (Raymon Fullerton, duty public affairsman)

The Coast Guard cutter Gallatin this morning ran aground southeast of Baltimore, Maryland, in northern Chesapeake Bay.

No injuries to any of the one-hundred-fifty men aboard were reported. The vessel has returned to the Coast Guard Yard at Curtis Bay, Maryland for a thorough damage assessment.

The three-hundred-seventy-eight foot Gallatin is homeported at New York City and is skippered by Coast Guard Captain James Coen.

The grounding occurred just after nine o'clock, near the interstate six-ninety-five bascule bridge. The Gallatin had just concluded a lengthy dry-dock period at the time of this morning's accident.

~~(...as dictated to RCC Portsmouth/ duty public affairsman)~~  
(...as dictated to RCC Portsmouth/  
duty public affairsman)

ENE > to begin investigation  
MIO comm. tugs helped if  
back

GALLATIN DAMAGE ASSESMENT

19 July 82 1245

starboard prop: one blade missing  
one blade missing 18" x 3" piece  
two blades bent

port prop: no apparent damage

shaft: no apparent damage

bow prop: entire lower unit and prop missing

sonar dome: no apparent dents or cracks, some scratches

report fm CW02 Massey - PAO

26 July - C.O. Took over 8 July  
VIP's were aboard - congressional staff

status of investigation: in VADM's office

Estimated repair costs including dry dock at  
Beth Steel Shipyard + work at Beth + work  
done in-house = approx \$500K (ie, \$1/2 million).

above given to Peter Meredith

Balto Sun. 301 332-6146

8/10 MT

8/10 ~~addition~~

CCGD (e) estimates that Gal will remain in the shipyard  
approx another month from now - Est depart date 9/10/82

0900  
19 July 82

GALLATIN AGROUND

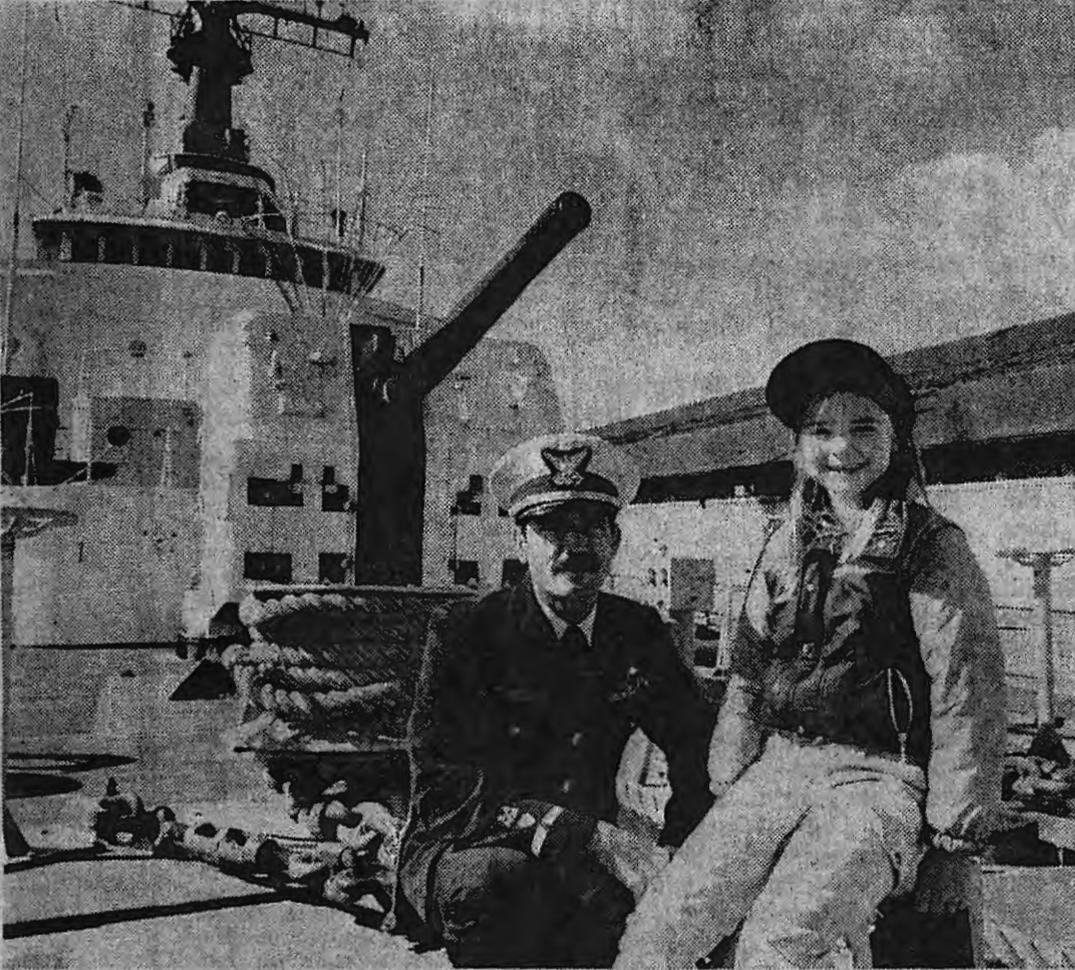
Time aground: just after 0900 18 July  
Place: near highway 695 at Curtis Creek  
Injuries: none  
Captain: Capt James Coen  
Location now: Coast Guard Yard, Curtis Bay, Maryland  
Damage: bowthruster and propellers  
Action today: divers will investigate, but water is very  
dirty and hard to see anything  
When drydock?: when an area comes open  
time of repair: two - three weeks  
reason: under investigation  
coming from: Coast Guard Yard  
un-aground: about <sup>1034</sup>~~1545~~, helped by civilian tugs  
POB: 150  
numbers: Yard Operator - (301) <sup>(789)</sup>11600 x463  
465  
ship direct - (301) 789-7112





# Cutter makes courtesy call

Picture: STUART PATERSON



THE US coastguards' biggest search and rescue cutter Gallatin paid a courtesy visit to Glasgow at the weekend. Vanessa Carter, seven, of Perth, was one of

the many people to be shown round by Chief Warrant Officer James Fuertes. The Gallatin usually patrols the Caribbean in search of drug and alien smugglers.

DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

FOR IMMEDIATE RELEASE

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Nov. 12, 1985  
Public Affairs Office  
Third Coast Guard District  
Governors Island, NY 10004

Contact:  
Dennis Uhlenhopp  
Ph: (212) 668-7114

GALLATIN USES GUNFIRE TO SEIZE DRUG CARRYING VESSEL

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The New York-based Coast Guard Cutter Gallatin seized a Columbian fishing vessel Sunday carrying approximately 28-tons of marijuana.

The Gallatin spotted the 60-foot El Toro approximately 140 miles northwest of Columbia steering an erratic course. The vessel, at first flying no flag of nationality, continued evasive steering to keep the Gallatin from coming along side. At one point the suspect vessel rammed the Gallatin causing minimal damage to the Coast Guard Cutter.

After several unsuccessful non-violent attempts to board the vessel, the Gallatin fired fifteen warning shots from its .50-caliber machine gun. The vessel again refused boarding and the Gallatin fired ten disabling shots to stop the boat.

Once on board, the Gallatin crewmembers discovered the marijuana.

Attempts to save the sinking vessel were unsuccessful and the vessels seven crewmembers plus some of the evidence were removed.

The Gallatin then sank the partially submerged vessel with three rounds from its five-inch cannon.

FORT LAUDERDALE, FL

8A

Sun-Sentinel, Wednesday, Nov. 13, 1985

# Coast Guard sinks Colombia drug boat

By Michael Connelly  
Staff Writer

The officers aboard the 378-foot Coast Guard cutter ordered the operators of the 60-foot suspected drug boat *El Toro* to stop. That didn't work. The small boat just tried to get away.

Then it turned and rammed the cutter, which was an easy six times its own size, officials said. The *El Toro* damaged itself more than the cutter, which responded by shooting 15 rounds over the bow of the small craft as a warning. That didn't stop it either.

Finally, it took 10 rounds of 50-caliber machine-gun fire into the hull of the fleeing boat before a white flag was hoisted up a pole and the boat came to a stop. Coast Guard officers took seven men off the boat, found 28 tons of marijuana in its hull and decided it was unfeasible to save the slowly sinking craft.

Officials said officers on board the cutter *USS Gallatin* fired into *El Toro's* hull again and then watched the craft and its \$23 million drug cargo sink. The incident on Sunday in international waters off Colombia was one of the few times the Coast Guard has had to resort to sinking a boat in its drug interdiction battle, officials said.

"This doesn't happen often at all," said Petty Officer Brandy Ian, information officer for Coast

Guard operations in Miami. "We have guns mounted in plain view. People usually see the guns and common sense tells them to stop. They are caught."

Officials said there have been 13 incidents in which Coast Guard vessels have used disabling fire to stop fleeing boats since October 1980. How many were sunk was not immediately known. The shot-up boats are usually towed to nearby ports unless the disabling fire has been so damaging that they cannot be saved.

The *El Toro* incident began early Sunday after it had been spotted northwest of Colombia.

"It was sitting very low in the water, obviously carrying a large cargo," said Ian. "We wanted to stop it and check it out."

Because the vessel was registered in Colombia, the Coast Guard had to go through a lengthy process of contacting Colombian officials to ask permission to stop the craft, officials said.

One of the seven suspects on the boat suffered minor injuries when a piece of shrapnel struck him in the face, officials said.

The Coast Guard decided to sink the boat because of the damage from gunfire, fuel leaks, engine problems and the marijuana.

"There was so much marijuana on board that it was jamming up the pumps," said Ian.





**U.S. COAST GUARD CUTTER**

**GALLATIN**

**WHEC-721**



**DEPARTMENT OF TRANSPORTATION**  
**UNITED STATES COAST GUARD**

# Welcome Aboard the Coast Guard Cutter Gallatin

The United States Coast Guard Cutter **Gallatin** (WHEC-721) is the sixth Coast Guard Cutter to be named after Albert Gallatin, who served as Secretary of the Treasury under Presidents Jefferson and Madison. Gallatin was born in Switzerland in 1761 and came to America in 1780. In his long career of dedicated public service, he held office as Representative and Senator from Pennsylvania, Ambassador to France and to the Court of St. James (Great Britain) and President of the National Bank. He founded New York University and helped negotiate the Treaty of Ghent to end the War of 1812. Albert Gallatin died in 1849 and is buried at Trinity Church in Gallatin's homeport of New York City; his ship was commissioned 120 years later on the third day of January, 1969.

The present "**Gallatin**" was built by Avondale Shipyard in New Orleans, Louisiana, with an eye toward the changing world in which **Gallatin** must carry on the traditions of America's oldest seagoing service. **Gallatin** was designed and constructed as one of 12 multi-mission Hamilton Class Cutters which incorporate the modern concepts of naval architecture and engineering. It is a unique military vessel which balances the need for highly sophisticated operational capabilities with comfort and convenience for her present crew of 15 officers and 139 enlisted personnel. Habitability features include: air conditioning, color TV, video tape recorders, spacious lounges and recreation areas.

**Gallatin** is 378 feet, has a navigational draft of 24 feet and a beam of 42 feet. It has twin shafts with controllable-pitch 13 foot propellers and twin rudders. Each shaft may be powered by either a 3,500 horse power diesel engine or an 18,000 horsepower gas turbine. Under diesel power maximum speed is 18 knots, while with turbines it is capable of making 28 knots. **Gallatin** is also equipped with a retractable, electrically-powered 350 horsepower bow propulsion unit that can be trained through an arc of 360 degrees, providing excellent maneuverability alongside a pier or at a slow speed at sea. **Gallatin** also features innovative direct pilot house control of all propulsion systems and can cruise for up to 12,000 miles before refueling. **Gallatin's** helicopter flight deck extends its Search and Rescue (SAR) and surveillance capabilities by providing landing, fueling, and repair facilities for Coast Guard helicopters.

Following in the tradition of its five honorable predecessors, this 3,000 ton Cutter's peace time duties consist of: Search and Rescue, Enforcement of U.S. Laws and International Treaties, Protection of U.S. Fisheries and U.S. Fishing Rights, Narcotics and Law Enforcement (LE) Patrols and Illegal Migrant Interdiction. In accomplishing law enforce-

ment missions, each officer and petty officer is a Federal Law Enforcement Officer, empowered by 14 U.S. Code 89, "To Enforce U.S. Laws and Regulations at Sea." **Gallatin's** crew is trained and equipped to operate with naval forces to carry out military missions, in times of war and national emergency. Armament for these tasks include a 5"/38 caliber gun mount, two anti-submarine torpedo tube mounts - each carrying three torpedos, 20mm and 50 caliber machine guns and a variety of small arms. **Gallatin** routinely participates in U.S. Navy Training and Operational Fleet Exercises. The ship's Tactical Operations Center and Radio Room, as well as its internal and external closed-circuit television systems, provide **Gallatin** with the equipment necessary to exercise command and control for all her missions.

Recent **Gallatin** operations include: participation during October 1986 - June 1987 in Operation Checkmate Seven which earned **Gallatin** a Coast Guard Meritorious Unit Commendation. In October of 1987, **Gallatin** completed four weeks of refresher training at Guantanamo Bay, Cuba and earned an award for Operational Readiness as well as the grade of "Excellent" in Navigation, Seamanship, Engineering, Communications, Gunnery, and Anti-Submarine Warfare. The most recent naval operation the **Gallatin** was involved in was operation Ocean Venture 88.

**Gallatin** is a regular visitor to the Caribbean where it conducts Haitian Migrant Interdiction Operations and Maritime Law Enforcement Operations to combat the smuggling of aliens and drugs. Some of the more noteworthy arrests and seizures over the last years have been: arrest of the crews of the motor vessels DELFIN and DIANA for possession of a combined total of more than twelve tons of marijuana; arrest of the crew and seizure of the motor vessel WAMANDAY with more than seventeen tons of marijuana aboard; seizure and arrest of the crew of the sailing vessel CAPILYA with 5 tons marijuana; interdiction of the motor vessel EL TORO which failed to stop and be boarded until .50 caliber gunfire was used to disable the vessel's propulsion. EL TORO was subsequently boarded, seized with more than twenty five tons of marijuana and sunk with the 5" gun mount due to the unseaworthiness caused by the disabling fire. These cases bring **Gallatin's** drug seizures to a total of twenty-four vessels.

In April of 1986 **Gallatin** interdicted a number of tiny Haitian sailboats wallowing their way through the Windward Passage toward the coast of Florida. The profile Haitian sailboat was no more than thirty feet, wooden and usually had at least thirty to forty passengers and sometimes as many as eighty. When the patrol ended **Gallatin** had saved a total of 328 Haitians from an almost certain death by drowning at sea.

Since its first crew took it to sea, **Gallatin** has performed numerous humanitarian, military, marine environmental protection and law enforcement missions. **Gallatin** spearheaded the Coast Guard's effort in 1978 to integrate women into the traditionally "all-male" crew of U.S. Naval vessels. To this day **Gallatin** sails with a crew which has both women officers and petty officers filling many of the important jobs that need to be done. The leadership of its officers and overall performance of its crew have earned **Gallatin** a proud reputation that offers a challenge to every new crew member. The **Gallatin** will always live up to its motto, "Virtus Cum Ingenio" — "Excellence with Class."

**CHANGE OF COMMAND**

**USCGC GALLATIN**

**(WHEC-721)**



**27 MAY 1995**

**KEY WEST, FLORIDA**



## CHANGE OF COMMAND TRADITION

The Change of Command Ceremony is a time-honored product of the rich heritage of naval tradition. It is a custom wholly naval, without an equivalent counterpart in the Army or Air Force. Custom has established that this ceremony be formal and impressive - designed to strengthen the respect for authority which is vital to any military organization. Parading all hands at quarters and public reading of official orders stems from those days when movement of mail and persons was a very slow process. The procedure was designed to ensure that only duly authorized officers held command and that all aboard were aware of an order's authenticity.

The heart of the ceremony is the formal reading of official orders by the relieving officer and the officer to be relieved. Command passes upon utterance by the relieving officer, "I relieve you, sir!" the officer relieved responds "I stand relieved!" This simple procedure is duplicated hundreds of times daily throughout the navies of the world as each watch officer passes responsibility to his relief in the conduct of the ship's routine.

The strength and success of today's Coast Guard stems in large measure from the observance of customs and traditions each founded on need, each contributing its share to stability, mission effectiveness and smooth transfer of authority. This simple ceremony passing authority and responsibility to yet another fine officer, reflects the dedication of free men and women serving their nation proudly.

Many of the traditions recognized in today's Coast Guard are descendants from the early British Royal Navy. These traditions are customs which have prevailed in the years since then. Some have become law. A short-lived attempt after World War II to do away with some of the time-honored customs conducive to smartness and discipline fortunately did not prevail. The highest praise that can be paid a Coast Guardsman is that he or she lived and worked according to the highest traditions of the United States Coast Guard. Eternal credit is due to those who never underestimated the value of naval traditions, customs, and ceremonies - the spiritual cement of a naval organization.

The U.S. Coast Guard Cutter GALLATIN (WHEC-721) is the sixth cutter to be named after Albert Gallatin, Secretary of the Treasury under Presidents Jefferson and Madison. Gallatin was born in Switzerland in 1761 and came to America in 1780. In his career, he served as both State Representative and Senator for Pennsylvania, Ambassador to France and the Court of St. James (Great Britain), and was president of the National Bank. He also founded New York University, and helped negotiate the Treaty of Ghent, which ended the War of 1812. Albert Gallatin died in 1849, and is buried at Trinity Church in New York City, CGC GALLATIN's homeport.

CGC GALLATIN was built by Avondale Shipyard in New Orleans, Louisiana, and commissioned on December 20, 1968. She began her service to the United States on Ocean Station, through 1976. In 1977, she had her first counternarcotics arrest and seizure, and by the 1980's accumulated an impressive 21 seizures. While also carrying out her Coast Guard missions of humanitarian service and marine environmental protection, she participated in three U.S. Navy and Allied Forces mission: Ocean Venture, Ocean Safari, and Magic Sword. In 1989 she was temporarily decommissioned and commenced a two-year Fleet Renovation and Modernization (FRAM) period at Bath Iron Works in Portland, Maine. Exactly 23 years after her original commissioning, on December 20, 1991, GALLATIN was recommissioned at Governor's Island, NY.

The new GALLATIN is outfitted with state of the art weapons and command and control systems. Her armament consists of a Super Rapid Blooming Chaff (SRBOC) missile decoy system, four .50 caliber machine guns, two MK 38 (.25 caliber) machine guns, the MK 15 CIWS (Close In Weapons System), and the MK 76 (75mm) anti-air and surface gun. The Combat Information Center has been upgraded with a new doppler radar system, the AN/APS-137, OTICXS (provides a data transfer link with Naval units), NTCS-A (JOTS) which allows for the plotting and tracking of contacts, message transmission and receipt, and performs many other functions. These systems, integrated with each other and GALLATIN's highly skilled crew, make the GALLATIN the most capable afloat asset in the Coast Guard today.

These systems proved their worth during the Cuban Mass Migration Crisis of 1994. GALLATIN was assigned as Commander Task Unit (CTU) 44.7.9, and served as the command and control platform for over 50 Coast Guard and Navy surface units, as well as numerous fixed-wing and rotary wing aircraft. The rescue of over 27,000 Cuban migrants in a single month was coordinated by GALLATIN, while she was also busy performing her own rescues. For her efforts, GALLATIN was awarded her second Coast Guard Unit Commendation Medal.

**CAPTAIN TIMOTHY L. TERRIBERRY  
U.S. COAST GUARD**

Captain Timothy L. Terriberry assumed the duties as commanding Officer of the CGC GALLATIN in July 1993. His Previous Assignment was Chief, Operational Law Enforcement Division at Coast Guard Headquarters, Washington, D.C. Captain Terriberry is a graduate of the USCG Academy, class of 1970, where he received a BS in engineering. He has also earned a Master's Degree in mathematics from Rennselear Polytechnics Institute. He has served as the Commanding Officer of three other Coast Guard Cutters, including the CGC BEAR, the CGC CAPE STARR, and the CGC CAPE GULL. He has also served as the CG Liason Officer to the Chief of NAVAL Operations at the Pentagon, Executive Officer of the CGC VIGILANT, Instructor at the USCG Academy, and Deck Watch Officer on the USCGC EAGLE and the USCGC TANEY. His decorations include the Legion of Merit, the Meritorious Service Medal, two Coast Guard Commendation Medals, the Joint Service Achievement Medal, and the Coast Guard Achievement Medal. Captain Terriberry is married to the former Mary A. Simpson. They have two children, Tanya M. Terriberry and Timothy B. Terriberry.

**CAPTAIN WAYNE K. GIBSON  
U.S. COAST GUARD**

Captain Wayne K. Gibson is a native of Ocala, Florida. He graduated from Officer Candidate School in 1973, and served on the medium endurance cutter ACUSHNET as a Deck Watch Officer. His initial tour was followed by his assignment as the Commanding Officer of the USCGC POINT COUNTESS. He was then assigned as a watch officer at VTS New Orleans, and Operations Officer on the USCGC DILIGENCE. After attending graduate school, Captain Gibson was assigned as the Coast Guard Military Liason Officer in Barbados. He returned to sea to command USCGC CLOVER. From the CLOVER he was assigned to Headquarters as Branch Chief for the Cutter Management Branch. Captain Gibson proceeded from headquarters to his third command on the USCGC CONFIDENCE. Captain Gibson is presently assigned as Branch Chief of the Officer Assignment Branch, Military Personnel Command. He holds a Bachelor of Arts from Pepperdine University, a Master of Public Administration from George Mason University, and is a graduate of the U.S. Naval War College. Capt. Gibson is married to the former Kathleen Blanchard of Newport News, Virginia.

**PROGRAM**

**Arrival of Official Party\***

**National Anthem\***

**Invocation\***

Chaplain Helen Spalding

**Inspection of the Crew**

**Presiding Official - Remarks**

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

**Remarks and Reading of Orders**

Captain Timothy L. Terriberry, U.S. Coast Guard  
Commanding Officer  
USCGC GALLATIN (WHEC-721)

**Reading of Orders**

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

**Change of Command**

**Presentation of the Commissioning Pennant**

**Remarks**

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

**Departure of Official Party\***

\*Guests Please Rise

**ACCOMPLISHMENTS OF THE USCGC GALLATIN UNDER THE  
COMMAND OF CAPTAIN TIMOTHY L. TERRIBERRY, USCG**

- July 14, 1993** Captain Terriberry relieves Captain Paul M. Regan as Commanding Officer, while GALLATIN undergoes installation of the Phalanx Close-in Weapons System (CIWS) at the U.S. Naval Shipyard in Philadelphia, PA. The installation was completed in September, ahead of schedule.
- Sep-Dec 1993** Alien Migration Interdiction Operations (AMIO) patrol in the 7th District off the coast of Haiti. GALLATIN served as Commander Task Unit 44.7.4 for Operation Able Manner and coordinated plans with the U.S. Navy Commander for Operation Support Democracy. At the completion of the patrol, GALLATIN underwent a successful Training and readiness Evaluation (TRE) in preparation for Refresher Training (REFTRA).
- Feb-Mar 1994** Refresher Training in Guantanamo Bay, Cuba. GALLATIN is awarded the Coast Guard "E" Ribbon for excellence in Operations, Navigation & Seamanship, Combat Systems, and Engineering and Damage Control with an average score of 95% overall.
- June 2, 1994** GALLATIN hosts a Dependent's Cruise in conjunction with Fleet Week activities. This cruise took the GALLATIN and her passengers up the Hudson River to the George Washington Bridge.
- Jul-Aug 1994** AMIO patrol off the coast of Haiti as CTU 44.7.4. GALLATIN rescues 15 Haitian migrants.
- Aug 19-Sep16 1994** Just hours away from Ocho Rios, Jamaica, and a well-deserved mid-patrol break, GALLATIN is diverted to become Commander of the newly formed Task Unit 44.7.9, operating in the Florida Straits. OPERATION ABLE VIGIL begins with GALLATIN and a few smaller coast Guard vessels, but quickly grows to over 50 Coast Guard and U.S. Navy ships, plus numerous aircraft and other assets. This operation is the largest since the Mariel Boat Lift of 1980. GALLATIN rescues and coordinates the rescue of over 27,000 Cuban migrants in a one-month period. GALLATIN is awarded the Coast Guard Unit Commendation for her efforts.
- Oct-Dec 1994** GALLATIN undergoes drydock period at GMD Shipyard in Brooklyn, NY. Major engineering overhauls were accomplished, including replacement of rudder posts, repair of propeller blades, and MDE overhaul to name a few. The sonar dome was removed, the masts painted, the weatherdecks ground to bare metal and repainted. Bow Prop undergoes emergency repair prior to deployment.
- Jan 1995** GALLATIN's deployment begins with two weeks of Training Availability (TRAV) in Norfolk, VA, her first in over five years. Crew took advantage of numerous Navy schools, including Damage Control and Firefighting, Radar Navigation, NTCS-A (JOTS) Operator, and Leadership for Petty Officers. Boarding teams gained the use of facilities at RTC Yorktown to hone their skills, the Storekeepers visited the Finance Center in Chesapeake, and Quartermasters and other interested crew members visited the Navy Meteorological Ocean Center (NAVMETOCEN) to learn how the weather is forecasted.
- Jan-Feb 1995** GALLATIN headed to the North Atlantic for its first fisheries patrol since recommissioning in 1991. Boarding teams and boat crews braved the elements and completed several boardings a week. Only two violations were issued, but GALLATIN's enforcement of closed areas did not go unnoticed by local fishermen. The ship hosted ABC News Anchor Greg Hurst and a cameraman for four days; the 3-part report was scheduled for a February airing, only to be pre-empted by the O.J. Simpson trial. However, it was rebroadcast in April after GALLATIN's return to homeport.
- Feb-Mar 1995** GALLATIN headed South to the Caribbean for a joint Inter-Agency Task Force (JIATF East) counterdrug patrol. It started off slowly, but culminated in a 313-lb. (142 kilograms) cocaine bust. GALLATIN also participated in Project Handclasp, delivering much-needed supplies to the International School of Curacao and Kinderdorp Hebron, local schools in Curacao.
- Mar-May 1995** GALLATIN completed a major dockside availability where the MK38 25mm chain gun was installed. This change of command marks the start of a 90+ day LE deployment including cadet training with cadets accounting for over 20% of the crew.

## ACKNOWLEDGMENTS

*National Oceanic & Atmospheric Administration (NOAA)*

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

*Charleston Metro Chamber of Commerce  
Military Affairs Committee  
&*

*Various Charleston Area Businesses*

*City of North Charleston*

*Charleston Naval Complex Redevelopment Authority*

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

*Patriots Point Naval & Maritime Museum*

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

*Charleston County Sheriffs Office, Marine Division*

*City of North Charleston Police Department*

**DEPARTMENT OF TRANSPORTATION**

**UNITED STATES COAST GUARD**



## Homeporting Ceremony

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

*&*

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

*North Charleston, South Carolina*

*14 September 1996*

## ORDER OF EVENTS

### Band Selections

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

### Arrival of Official Party \*

### Presentation of Colors \*

### Invocation \*

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

### Remarks

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

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

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

### Keynote Speaker

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

### Comments by Commanding Officers

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

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

### Special Presentation

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

### Benediction \*

### Retirement of Colors \*

### Departure of Official Party \*

\*Guests please stand.



MAT CHARLESTON

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

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

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

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

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

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

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

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

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

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

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



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

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



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

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

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

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



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

### COAT OF ARMS

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

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

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

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

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

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

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

### HISTORY OF USCGC GALLATIN (WHEC 721)

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

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



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

### COAT OF ARMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**DEPARTMENT OF TRANSPORTATION**

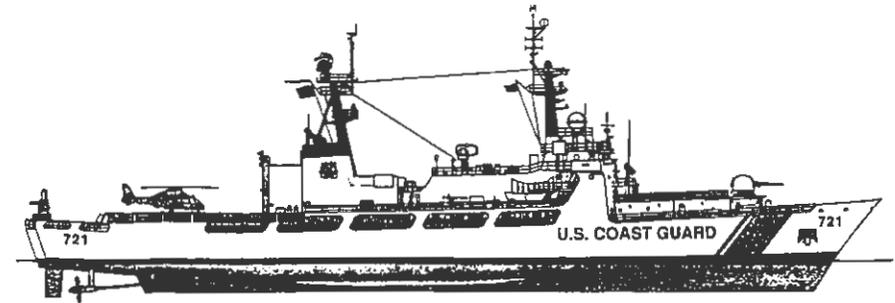
**UNITED STATES COAST GUARD**



***Change of Command***

***U.S. Coast Guard Cutter GALLATIN  
(WHEC-721)***

***North Charleston, South Carolina  
15 July 1999***



## Cutter Characteristics

Length Overall .....	378 feet, 3 inches
Beam .....	42 feet
Navigational Draft .....	24 feet
Maximum Speed .....	29 knots
Cruising Speed .....	15 knots
Propellers .....	2 controllable pitch
Full Load Displacement .....	3,250 long tons
Propulsion .....	Combined Diesel or Gas Turbine (CODOG)
	Fairbanks-Morse Diesels .....
	3,600 SHP each
	Pratt & Whitney Turbines .....
	18,000 SHP each

## U. S. COAST GUARD

On August 4, 1790, Congress authorized the construction of a fleet of 10 small cutters. Named the Revenue Cutter Service, the cutters operated under the Treasury Department and were commissioned to enforce the revenue laws of our new nation. Today the Coast Guard is the 12th largest naval force in the world. Although the ships now are considerably larger than their sailing predecessors, they are still called Cutters.

The Coast Guard is the primary federal agency with maritime authority for the United States. A complex organization of people, ships, aircraft, boats and shore stations, the service responds to tasks in several mission and program areas. The Coast Guard's multi-mission approach permits a relatively small organization to respond to public needs in a wide variety of maritime activities and to shift emphasis on short notice when the need arises. The Coast Guard's four main missions are maritime law enforcement, maritime safety, environmental protection and national security.

## Honor, Respect, and Devotion to Duty

**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 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 which has made our organization great. They demonstrate who we are and guide our performance, conduct and decisions every minute of every day.

## ***USCGC GALLATIN (WHEC-721) CUTTER HISTORY***

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

The present "GALLATIN" was built by Avondale Shipyard in New Orleans, Louisiana, with an eye toward the changing world in which GALLATIN would carry on the traditions of America's oldest, continuous sea service. GALLATIN was designed and constructed as one of 12 multi-mission Hamilton Class cutters, which incorporated modern concepts of naval architecture and engineering. GALLATIN is a unique naval vessel which balances the need for sophisticated operational capabilities with comfort and convenience for a crew of 21 officers and 158 enlisted personnel.

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

Through the first half of the 1990's, GALLATIN proved worthy of her humanitarian mission as the Task Unit Commander during Operations ABLE MANNER and ABLE VIGIL. GALLATIN was responsible for

## ***Commander, Atlantic Area Vice Admiral Roger T. Rufe, Jr.***

Vice Admiral Roger T. Rufe, Jr., assumed command of Atlantic Area, Fifth Coast Guard District and Maritime Defense Zone Atlantic on 13 May 1997. His last assignment was Commander, Coast Guard Pacific Area, Commander U. S. Maritime Defense Zone Pacific and Commander, Eleventh Coast Guard District. As Commander, Pacific Area, he was responsible for all Coast Guard operations from the Rocky Mountains to the Far East.

Prior to his assignment in Pacific Area, he was Commander, Seventh Coast Guard District and Commander, Maritime Defense Command Seven in Miami, Florida, where he directed all Coast Guard drug and migrant interdiction operations in the Southeast United States and the Caribbean. He was also the operational commander for the U. S. response to the Cuban shootdown of two Cuban-American aircraft in February of 1996. He served his first flag assignment in Juneau, Alaska, as Commander, Seventeenth Coast Guard District and Commander, U. S. Naval Forces Alaska. There, his primary responsibilities were fishing vessel safety and fisheries conservation in the Bering Sea and Gulf of Alaska and protection of Alaska's marine environment.

Vice Admiral Rufe has served aboard seven Coast Guard cutters during his career, five as commanding officer. These afloat assignments include duty in the Atlantic and the Pacific and 47 combat patrols while commanding a patrol boat in the Republic of Vietnam. Ashore, he was operations officer of the Greater Antillies Section in San Juan, Puerto Rico; assistant chief of the Environmental Response Division, chief of the Congressional Affairs Staff in Washington, D.C., and chief of staff for the Fifth Coast Guard District in Portsmouth, Virginia. He has also served as a U. S. representative to the International Maritime Organization in London, England, and led the U. S. delegation that negotiated the Cartagena Convention, an international environmental agreement for the Wider Caribbean Region.

Vice Admiral Rufe is a 1965 graduate of the Coast Guard Academy in New London, Connecticut, and received a Master of Public Administration degree from New York University. He is a graduate of the Naval War College and the National War College.

His awards include two Legions of Merit, the Bronze Star with Combat "V", three Meritorious Service Medals, the Coast Guard Commendation Medal, the Navy Commendation Medal with Combat "V", two Coast Guard Achievement Medals, the Combat Action Ribbon and numerous unit and campaign awards.

A native of Islip Terrace, New York, Vice Admiral Rufe and his wife Barbara have two children, Sarah-Ann and Matthew.

## *Commanding Officer Captain Joseph Conroy, Jr.*

Captain Joseph Conroy hails from Rolling Meadows, Illinois. USCGC GALLATIN is the sixth cutter on which he has served (the third as Commanding Officer).

Upon his 1974 graduation from the U. S. Coast Guard Academy, he served two years as a Deck Watch Officer aboard USCGC DAUNTLESS, a 210 foot medium endurance cutter, homeported in Miami, Florida. Immediately following that assignment, LTJG Conroy took command of the USCGC CAPE KNOX, a 95 foot patrol boat, also homeported in Miami. His next afloat assignment was as Operations Officer aboard the 378 foot USCGC DALLAS, which was homeported at Governors Island, New York. After serving two years as Executive Officer aboard USCGC DILIGENCE, Commander Conroy took command of USCGC VIGILANT in 1993. DILIGENCE and VIGILANT are 210 foot cutters, which were homeported in Port Canaveral, Florida. Captain Conroy took command of GALLATIN on June 12, 1997.

Captain Conroy's shoreside assignments include two tours at Coast Guard Operations Centers, first as a duty officer at the Seventh District Operations Center in Miami, and later as Chief of the Atlantic Area Operations Center in New York. Additionally, he served as Special Assistant to the Commander in Chief, U. S. Southern Command, in Panama. Captain Conroy also served at Coast Guard Headquarters, as Chief of both the Drug and Migrant Interdiction Branches. Immediately preceding his taking command of GALLATIN, Captain Conroy served as Coast Guard Liaison Officer to the Department of State.

In addition to the Bachelor of Science degree he received from the Coast Guard Academy, Captain Conroy earned a masters degree in Public Administration at George Washington University.

Upon relief as GALLATIN's Commanding Officer, Captain Conroy will assume duties as Deputy Commander of the Coast Guard's Personnel Command in Washington, D.C.

Significant personal awards include the Defense Meritorious Service Medal, three Meritorious Service Medals, two Coast Guard Commendation Medals, the Coast Guard Achievement Medal, and the Humanitarian Service Medal.

Captain Conroy is married to the former Eugenie K. Lindquist. The Conroys have three children: Joseph, Ryan, and Christopher.

## *Prospective Commanding Officer Captain Robert S. Branham*

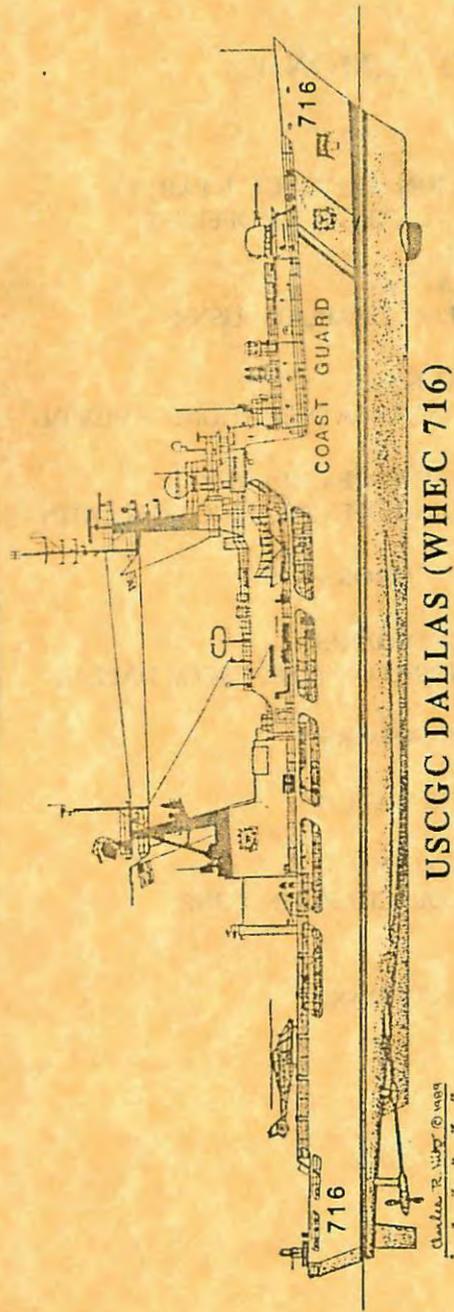
Captain Steve Branham is a surface operations specialist and a financial analyst. He has served in a variety of afloat and administrative assignments on the Atlantic and Pacific Coasts as well as the Great Lakes.

Captain Branham's previous assignments include Deck Watch Officer, Navigator, Gunnery Officer, and Combat Information Center Officer on USCGC GALLATIN (WHEC-721), previously homeported in Governors Island, New York; Commanding Officer on USCGC CAPE HEDGE (WPB-95311), a 95 foot patrol boat homeported in Morro Bay, California; Flag Duty Officer in the Pacific Area and Twelfth District Operations Center in San Francisco, California; Commanding Officer on USCGC NEAH BAY (WTGB-105), a 140 foot icebreaking tug homeported in Cleveland, Ohio; program reviewer in the Programs Division, Office of the Chief of Staff, Coast Guard Headquarters; Executive Officer on USCGC TAMPA (WMEC-902), a 270 foot cutter homeported in Portsmouth, Virginia; Chief of the Budget Execution Division, Office of the Chief of Staff, Coast Guard Headquarters; and Commanding Officer on USCGC HARRIET LANE (WMEC-903) homeported in Portsmouth, Virginia.

Captain Branham is a 1977 graduate of the U. S. Coast Guard Academy, where he earned a Bachelor of Science degree in Marine Engineering. In 1987, he was awarded a Masters in Business Administration degree by the Weatherland School of Management at Case Western Reserve University, Cleveland, Ohio. Captain Branham was awarded a Master in National Security Strategy degree by the National War College at the National Defense University in Washington, D.C., in June of this year.

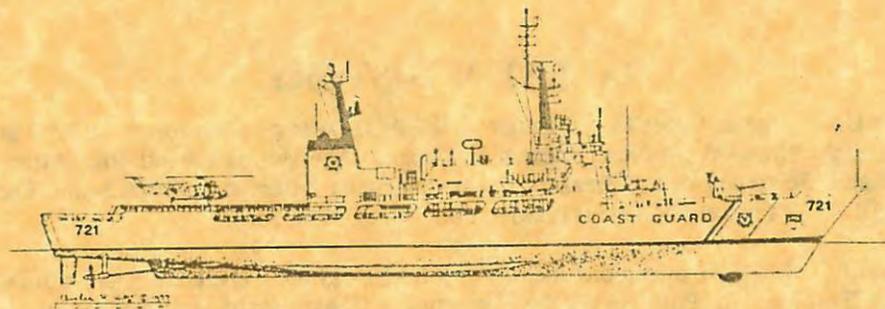
Captain Branham's awards include two Meritorious Service Medals, three Coast Guard Commendation Medals, the Coast Guard Achievement Medal, the Humanitarian Service Medal with two bronze stars, and the Coast Guard Sea Service Ribbon with two bronze stars.

Captain Branham is married to Sarah Lukens of Amenia, New York. Their 16 year old son, Matt, is a rising junior at Cape Henry Collegiate School.



**USCGC DALLAS (WHEC 716)**

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

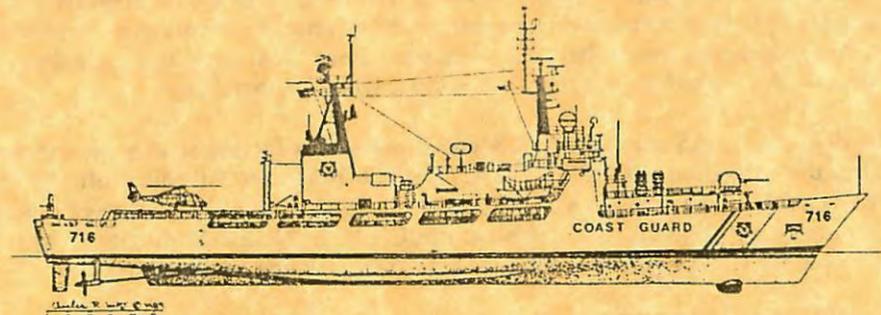


**USCGC GALLATIN**

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

&

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



**USCGC DALLAS**

## GALLATIN HISTORY

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

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

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

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

## DALLAS HISTORY

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

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

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

## ORDER OF CEREMONIES

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

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

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

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

**STRIKING OF COLORS \***

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

**HOISTING OF COLORS \***

**SETTING THE WATCH**

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

**\* GUESTS PLEASE STAND**





GOVERNORS ISLAND, NY."

2. THE RELEASE WAS SENT TO THE NATIONAL WIRE SERVICES AND THE NEW YORK MEDIA, AND CH 7 WABC-NY FOR THEIR GALLATIN STORY.

3. FOR CGCS GALLATIN AND SANIBEL: IF YOU HAVE ANY VIDEOTAPE OR STILL PHOTOS OF THIS CASE, REQUEST ORIGINALS BE FORWARDED TO LANTAREA(ANP) ASAP FOR RELEASE TO MEDIA AND INTERNAL USE. ORIGINALS OR COPIES OF TAPE OR PHOTOS WILL BE RETURNED TO YOUR UNIT.

4. YOUR ASSISTANCE IS GREATLY APPRECIATED. LANTAREA(ANP) POC IS LT SHALLMAN/PAC SAPP, (212) 668-7114 OR (212) 668-7055 AFTER HOURS.

BT

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SR D1 DP O1 LE CC MI OS CG DE NC  
SR/041920 D1/131340 DP/095653 O1/193291 LE/241762 CC/053230 MI/174149  
OS/262292 CG/015585

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, DPA, O, OLE, CC, DCH, MIC, OSR, OII-4  
SSIC : N05700

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R 011849Z SEP 96 ZUI ASN-D07245000343  
FM COMLANTAREA COGARD PORTSMOUTH VA//AOFC//  
TO ZEN/USCGC DALLAS  
ZEN/USCGC GALLATIN  
COMCOGARDGRU CHARLESTON SC  
ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V/S//  
INFO ZEN/COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
ZEN/CCGDSEVEN MIAMI FL//DCS/DPA/O/OLE//  
SR/COGARD NESU MIAMI FL//CO/MAT//  
COGARD MSO CHARLESTON SC  
ZEN/COGARD INVSER PORTSMOUTH VA  
ZEN/COGARD REGFISHTRACEN SE CHARLESTON SC  
BT

UNCLAS //N05700//

SUBJ: CHARLESTON WELCOME CEREMONY - SITREP 2

A. COMLANTAREA COGARD PORTSMOUTH VA 202253Z AUG 96 (SITREP 1)

B. COMCOGARDGRU CHARLESTON SC 292345Z AUG 96

1. BACKGROUND: CAA VIEWS THIS AS A UNIQUE OPPORTUNITY TO SHOWCASE OUR FINEST; WELCOME DALLAS AND GALLATIN TO THEIR NEW H/P, MAKE PROPER INTRODUCTIONS TO THE CITY OF CHARLESTON, AND BUILD GOODWILL WITH THE COMMUNITY. GIVEN PUBLIC INTEREST, EXPECTED MEDIA RESPONSE, AND ATTENDANCE OF PUBLIC OFFICIALS, THIS IS CLEARLY A GREAT CHANCE TO SHINE. THIS MSG PROVIDES THE LATEST PLANNING INFO FOR THIS SPECIAL CEREMONY, AND SUPPLEMENTS OR SUPERSEDES INFO IN REFS (A) & (B).

2. SITUATION: CGC DALLAS & CGC GALLATIN WILL MOOR IN CHARLESTON ON COMPLETION OF PATROLS OOA 12 SEP. WELCOME CEREMONY 141000Q SEP AT WATERFRONT AREA BETWEEN PIERS Q/R, RECEPTION TO FOLLOW ON PIER ADJACENT TO NOAA COASTAL SERVICES CENTER (AT FOOT OF PIER R).

3. ACTION TAKEN:

A. PER REFS (A) & (B), LANTAREA (AOFC) & GRUCHASN TO COORD EVENT.

B. OFFICAL PARTY: SENATOR HOLLINGS (D-SC), REPRESENTATIVE SANFORD (R-SC), VADM WILLIAMS, RADM LOCKWOOD, CAPT UNDERWOOD (DALLAS), CAPT GIBSON (GALLATIN), MAYOR SUMMEY (NORTH CHARLESTON), CHAPLAIN FANNING, LT (USNR).

C. OTHER VIPS (CONFIRMED): GEN WESTMORELAND, USA (RET); RADM TEESON (MLCA); RADM FLATLEY, USN (RET) EXEC DIRECTOR, PATRIOTS POINT MARITIME MUSEUM; BGEN (SEL) ROSER USAF, 437TH AIRWING; COL LINDQUIST, CO ARMY COMBAT GROUP; MR. SAM LYONS, DIRECTOR MILITARY AFFAIRS COUNCIL, CHASN CHAMBER OF COMMERCE; MR DENVER MERRILL, DIRECTOR, CHASN CHAMBER OF COMMERCE; CAPT STARK, USN, CO WEPS STATION.

D. OTHER VIPS INVITED (RSVP PENDS): SEN THURMOND (R-SC), REP SPENCE (R-SC), CHAIRMAN NS CMTE.

E. ALL INVITATIONS SENT. 180 GIVEN TO EACH SHIP OMBUDSMAN. LARGE CROWD (1,000+ PLUS) EXPECTED BECAUSE CITY HAS INVITED THE PUBLIC.

F. GRUCHASN CO, CDR MANSON BROWN DESIGNATED MASTER OF CEREMONIES.

G. FOUL WX PLAN: CONDUCT CEREMONY UNDER TENT AT CURRENT LOCATION.

H. GRUCHASN HAS PLACED ORDER FOR EVENT PROGRAMS.

4. PUBLIC AFFAIRS: LANTAREA (ACP) LCDR MASSEY, D7 (DPA) LCDR

WOODRING, AND GRUCHASN DEPUTY (LT RIZZO) TO COORD PR COVERAGE DIRECTLY W/SHIPS & CAA FLAG AIDE TO POSSIBLY INCLUDE:

(1) TRANSPORT LOCAL MEDIA TO SHIPS DURING ARRIVAL TRANSIT.

(2) FRIDAY (13 SEP) EDITORIAL BOARD; LOCAL MEDIA W/VADM WILLIAMS (NOTE: CAA ETA CHASN 1430 13 SEP).

(3) COVERAGE OF CEREMONY, INTERVIEWS

5. VIP/GUEST CRUISE AFTER CEREMONY (14 SEP): GRUCHASN TO PROVIDE NOTIFICATION TO VIPS (APPROX 300 TOTAL), SHIP OMBUDSMAN, AND COORD RSVP-NUMBERS. DALLAS: QUOTA LIMIT 75 VIPS/175 FAMILY; GALLATIN: SHIP DESIGNATE NUMBERS & NOTIFY GRUCHASN SOONEST.

6. FOR MLCLANT/NESU MIAMI:

(A) REQ COORD DIRECTLY W/SHIPS RE. HOTEL SERVICES AND LOGREQ SUPPORT ISSUES. ANTICIPATE BOTH SHIPS REQUIRING PAINT FLOAT & STAGING ON ARRIVAL.

(B) DIRLAUTH W/SHIPS TO CONFIRM AVAILABILITY OF SERVICES PREVIOUSLY REQUESTED (DOCKAGE & DELIVERY) AT PIERS "R" AND "Q". REQ INFO GRUCHASN & LANTAOF ON ALL RELATED MSG TFC.

7. CEREMONY ORDER OF EVENTS (LENGTH NMT 1 HR):

BAND SELECTIONS (CG BAND)

ARRIVAL OF OFFICIAL PARTY (8)

PRESENT COLORS (GRUCHASN COLOR GUARD)

INVOCATION

RADM LOCKWOOD REMARKS, INTRODUCE LANTAREA

VADM WILLIAMS REMARKS, INTRODUCE REP SANFORD

REP SANFORD REMARKS

SEN HOLLINGS REMARKS

CAPT UNDERWOOD COMMENTS

CAPT GIBSON COMMENTS

MAYOR SUMMEY SPECIAL PRESENTATION

BENEDICTION

RETIRE COLORS

DEPARTURE OF OFFICIAL PARTY

8. PROPOSED TIMELINE (ALL TIMES LOCAL +4Q):

111545 DALLAS MOOR PIER QUEBEC (SOUTH SIDE).

121000 DALLAS REFUEL VIA BARGE.

121800 GALLATIN MOOR PIER ROMEO (NORTH SIDE).

131830 NAVY LEAGUE RECEPTION (INVITATION ONLY) AT USS YORKTOWN, PATRIOTS POINT MARITIME MUSEUM. UNIFORM SDB (ALPHA).

140800 GALLATIN AND DALLAS FULL DRESS SHIP.

140930 OFFICIAL PARTY GATHER AT NOAA BUILDING.

140950 PARADE CUTTER CREWS FORECASTLE & LINE INBOARD ALONG PIER.

141000 WELCOME CEREMONY, UNIFORM: TROPS W/COMBO CAPS.

141100 CEREMONY CONCLUSION.

141100 RECEPTION AT NOAA CENTER ADJACENT TO PIER.

141130 GALLATIN OPEN FOR TOURS.

141300 DALLAS UNDERWAY WITH VIPS (INCLUDING VADM WILLIAMS).

141600 GALLATIN COMPLETE TOURS.

141700 GALLATIN SHIFT BERTHS TO PIER PAPA.

141800 DALLAS MOOR PIER PAPA NE BERTH. (NOTE: FULL DRESS SHIP NOT REQUIRED BY EITHER SHIP UPON RETURN TO PIER PAPA)

9. FUTURE PLANS:

A. LANTAOF STAFF (LCDR EGLI) TO VISIT GRUCHASN WEDNESDAY (9/4).

B. VIP/RSVP LISTS FOR NAVY LEAGUE RECEPTION (9/13), WELCOME CEREMONY (9/14), & HARBOR GUEST CRUISE (9/14) UNDER PREP BY GRUCHASN.

10. PRIMARY POCS:

A. GRUCHASN: CDR BROWN (CO), 803-724-7624/5/FAX 724-7652

LT RIZZO (DEPUTY), 803-724-7614

LTJG MCDONALD (PROJECT OFFICER), 803-724-7620

B. LANTAREA: LCDR EGLI (AOFC), 757-398-6256/FAX 391-8111

LCDR MASSEY (ACP), 757-398-6275/FAX 398-6238

LT JONES (A-1, FLAG AIDE), 757-398-6561/FAX 391-8123

C. CCGD7: LT LISKO (FLAG AIDE), 305-536-5654/FAX 530-7079

11. REQ ALCON PROVIDE ANY ADD'L CONCERNS, QUESTIONS, SUGGESTIONS TO

ENSURE ALL BASES COVERED.

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----- Initials ----- Initials ----- Initials -----

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SR D1 OS CC O1 MI LE DP CG DE NC  
SR/041565 D1/130604 OS/260981 CC/050534 O1/192479 MI/173400 LE/240693  
DP/095126 CG/015489

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
ACTION : DCS  
INFO : OSR, CC, DCH, O, MIC, OLE, DPA, OII-4  
SSIC : N05700

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R 231640Z AUG 96 ZUI ASN-D07236000441  
FM COMCOGARDGRU CHARLESTON SC  
TO COMLANTAREA COGARD PORTSMOUTH VA//A/AOF//  
COMCOGARD MLC LANT NORFOLK VA//M//  
ZEN/CCGDSEVEN MIAMI FL//DCS/OSR//  
USCGC DALLAS  
USCGC GALLATIN  
INFO SR/COGARD NESU MIAMI FL  
COGARD MSO CHARLESTON SC

BT

UNCLAS //N05700//

SUBJ: NAVY LEAGUE DINNER PARTY FOR CGC DALLAS & CGC GALLATIN

1. THE CHARLESTON COUNCIL OF THE US NAVY LEAGUE IS HOSTING A COCKTAIL AND DINNER PARTY ON THE USS YORKTOWN, AT PATRIOTS POINT NAVAL & MARITIME MUSEUM, MT PLEASANT, SC, AT 1830 HRS, ON FRIDAY 13 SEP 96. THE PARTY IS TO HONOR THE HOMEPORTING OF CGC DALLAS & CGC GALLATIN IN NORTH CHARLESTON, SC.

2. THE FOLLOWING CG PERSONS & THEIR SPOUSES WILL BE INVITED GUESTS: VADM K WILLIAMS, RADM D TEESON, RADM J LOCKWOOD, CAPT J UNDERWOOD, CAPT W GIBSON, & CDR M BROWN. OTHER KEY CG PERSONS WHO DESIRE TO ATTEND SHOULD CONTACT LTJG MCDONALD FOR DETAILS.

3. INVITATIONS WILL ALSO BE MAILED TO THOSE ABOVE.

4. RSVP TO MR TOM CAMPBELL, VP PROGRAMS AT (803) 849-6848.

5. GRU CHARLESTON POC: LTJG BERNARD C MCDONALD, 378-WHEC PROJECT OFFICER, (803) 724-7607 OR 608.

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----- Initials ----- Initials ----- Initials -----

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SR D1 CC 01 MI LE OS DP CG DE NC  
SR/041608 D1/130681 CC/050839 O1/192562 MI/173483 LE/240810 OS/261118  
DP/095181 CG/015505

United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, CC, DCH, O, MIC, OLE, OSR, DPA, OII-4  
SSIC : N05700

P 241928Z AUG 96 ZUI ASN-D07237000524

FM USCGC DALLAS

TO ZEN/COMLANTAREA COGARD PORTSMOUTH VA//AOFC//

ZEN/USCGC GALLATIN

INFO ZEN/COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//

ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V//

ZEN/CCGDSEVEN MIAMI FL//DCS//

COMCOGARDGRU CHARLESTON SC

SR/COGARD NESU MIAMI FL

COGARD MSO CHARLESTON SC

COGARD REGFISHTRACEN SE CHARLESTON SC

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UNCLAS //N05700//

SUBJ: WELCOME TO CHARLESTON CEREMONY

A. YOUR 202253Z AUG 96

1. PER PARA 2 REF (A), THE FOLLOWING IS PROVIDED:

A. SHIPS HISTORY AND COMMANDING OFFICERS BIO WILL BE EXPRESS  
MAILED FROM GTMO, CU 24 AUG.

B. ACKNOWLEDGED. REQ ADVISE IF DRESS SHIP REQUIRED UPON  
RTRNING PIER PAPA.

C. ACCOMPLISHED. OMBUDSMAN HAS CONTACTED LTJG BERNIE MCDONALD  
AND ACTIVATED PHONE TREE TO COORDINATE INVITES FOR DEPENDANTS AND  
GUESTS. UNDERSTANDING ALL DALLAS DEPENDANTS WILL RECEIVE  
INVITATIONS. DALLAS OMBUDSMAN ARE:

(1) MRS WANDA HINKLE (803) 824-1423, AND

(2) MRS MICHELLE HAAS (803) 818-7689.

D. SPECIAL ADDEE LIST TO BE PASEP.

E. ETA: 1545 11 SEP. INTEND TO FUEL VIA BARGE AM 12 SEP TO  
COMPLY WITH D7 HURRICANE OPLAN. IF ASSIGNED PIER QUEBEC, DALLAS  
WILL REQUIRE POTABLE WATER TANK TRUCKS PROVIDING MIMIMUM OF  
30,000 GALLONS EA DAY: (CONSTANT SUPPLY DURING DAYTIME FRESH  
WATER WASHDOWN). CHT TANK TRUCK (4000 GALLON CAPACITY) FOR PUMP  
OUT AM/PM 13 SEP AND AM 14 SEP; GARBAGE REMOVAL. SAME MINIMUM  
SERVICES REQUIRED IF MOORING PIER ROMEO AND NOT AVAILABLE  
PIERSIDE.

F. WILL GLADLY ACCOMODATE VIPS AND DEPENDANTS FOR SHIFTING OF  
BERTHS AND POSSIBLE SHORT CRUISE. OPTIONS AVAIL, (REC OPTION 1):

(1) DPT AT 1300 ENR ANCHORAGE VIC FT SUMTER,  
ANCHOR FOR LATE LUNCHEON/TOURS, THEN RETURN TO PIER PAPA AT 1730  
(SLACK WATER). ANTICIPATE PROVIDE BBQ MIDAFTERNOON UNDER OPTION  
1; REQ ADVISE AVAIL/SOURCE OF FUNDS.

(2) DPT AT 1715 AND MOOR PIER PAPA AT 1745.

2. FOR GALLATIN: DAL INTENDS TO MOOR PIER PAPA NORTH EAST BERTH  
FOLLOWING CEREMONY TO ACCOMODATE CAS/MK 76 CHANGE OUT WITH HEAVY  
EQUIP AND STAGING OF EXTENSIVE GFE.

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----- Initials ----- Initials ----- Initials -----

Release No.08 - 96  
Contact: GROUP CHARLESTON

September 06, 1996  
FOR IMMEDIATE RELEASE

### Charleston to Welcome Cutter's Dallas and Gallatin

On Saturday September 14, 1996 at 10:00 AM, Charleston will celebrate the arrival of Coast Guard Cutters Dallas and Gallatin to the former Charleston Naval Base during a Homeporting Ceremony. These High Endurance Cutters are shifting homeports from Governors Island, NY to Charleston, SC.

The ceremony will be on the dock between piers Quebec and Romeo and will last approximately one hour. The public is encouraged to attend and appropriate civilian attire is recommended, attire for military personnel is Tropical Blue Long.

The ceremony will recognize the positive impact the Cutters and support personnel will have in the Charleston area community, while addressing the missions of the High Endurance Cutters. Welcoming remarks will be made by Vice Admiral Kent H. Williams, Commander Atlantic Area, Rear Admiral John W. Lockwood, Commander, Seventh Coast Guard District, and The Honorable Marshall C. Sanford, Jr., U.S. Representative, SC. The Keynote Speaker will be The Honorable Ernest F. Hollings, U.S. Senator, SC. The Coast Guard Band from New London, CT will also be participating in the ceremony.

A dinner will be held on board the Aircraft Carrier USS Yorktown (CV-10) on Friday evening to welcome the command and crew to the Charleston area; Vice Admiral Williams, Commander Atlantic Area, will be the Keynote Speaker.

The Coast Guard Cutter Dallas is commanded by CAPT James W. Underwood, a 1972 graduate of the Coast Guard Academy. Dallas is returning from a two month deployment in the Caribbean in support of Joint Interagency Task Force East. The highlight of this deployment was the seizure of two vessels carrying illegal narcotics.

The Coast guard Cutter Gallatin is commanded by CAPT Wayne K. Gibson, a 1973 graduate of Officer Candidate School. Gallatin has been deployed overseas for the last four months, visited 14 foreign ports and participated in BALTOPS, a U.S Navy exercise involving 14 countries.

The main missions of the Coast Guard High Endurance Cutters are Search and Rescue, Maritime Law Enforcement, and Fisheries Enforcement.

For more information contact LT Lance A. Rocks at (803) 724- 7616.

USCG

SR DÍ O1 OS DP CC MI LE CG DE NC  
SR/041822 D1/131106 O1/193041 OS/261911 DP/095461 CC/052433 MI/173952  
LE/241516 CG/015562

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
ACTION : DCS  
INFO : O, OSR, DPA, CC, DCH, MIC, OLE, OII-4  
SSIC : N05700

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R 292345Z AUG 96 ZUI ASN-D07243000039  
FM COMCOGARDGRU CHARLESTON SC  
TO COMLANTAREA COGARD PORTSMOUTH VA//ACS/AO/AOF//  
ZEN/CCGDSEVEN MIAMI FL//DCS/O/OSR/DPA//  
USCGC DALLAS  
USCGC GALLATIN  
INFO COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
COMCOGARD MLC LANT NORFOLK VA//MD/V/S//  
COGARD ACADEMY NEW LONDON CT  
COGARD INVSER PORTSMOUTH VA  
COGARD MSO CHARLESTON SC  
SR/COGARD NESU MIAMI FL//CO/MAT//  
COGARD REGFISHTRACEN SE CHARLESTON SC  
BT

UNCLAS //N05700//

SUBJ: 378 ARRIVAL CEREMONY

1. GP CHASN IS COORDINATING LOCAL PLANNING EFFORTS FOR  
SUBJ CEREMONY. FOLLOWING DETAILS ARE PROVIDED FOR  
INFO/COMMENT:

A. DATE/TIME/LOCATION: SAT 14 SEP 96 AT 1000 BETWEEN PIERS  
QUEBEC AND ROMEO ADJACENT THE NOAA BUILDING ON OLD NAVAL BASE  
CHARLESTON. A VIP PRE-RECEPTION/BRIEFING IS BEING PLANNED FOR  
0930 AT THE NOAA BUILDING. INFO FOR INVITATION ONLY NAVY  
LEAGUE RECEPTION ON 13 SEP WAS SENT EARLIER.

B. BASIC PROGRAM ELEMENTS: CG BAND SELECTIONS... WELCOME  
BY MC... ARRIVAL/INTRO OF OFFICIAL PARTY (CURRENTLY TO INCLUDE  
CUTTER CO'S, MLCLANT, D7, LANTAREA, MAYOR OF NORTH CHASN,  
SENATOR HOLLINGS)... PRESENTATION OF COLORS/NATIONAL ANTHEM...  
INVOCATION... REMARKS/READING OF ORDERS BY CUTTER CO'S, REMARKS  
BY LANTAREA, REMARKS BY MAYOR SUMMEY, REMARKS BY SEN HOLLINGS...  
PHOTO OPPORTUNITY FOR OFFICIAL PARTY TENTATIVELY CENTERED ON  
PRESENTATION OF KEYS TO CITY... BENEDICTION... RETIREMENT OF  
COLORS... DEPARTURE OF OFFICIAL PARTY.

C. SHIP MOORING POSITIONS: RECENT INFO FROM NOAA REGARDING 6-9  
INCH PER MONTH SILT ACCUMULATION AT PIERS IN AREA PROMPTED GP  
CHASN TO TAKE SOUNDINGS WHICH INDICATE POTENTIALLY RESTRICTIVE  
WATER DEPTHS AT PIERS QUEBEC AND ROMEO. SOUNDING INFO HAS BEEN  
SENT TO CUTTERS. CGC DALLAS HAS DECIDED TO MOOR SOUTH SIDE PIER  
QUEBEC AND CGC GALLATIN HAS TENTATIVELY DECIDED TO MOOR NORTH  
SIDE OF PIER ROMEO PER ORIGINAL PLAN BASED ON SITE CONSTRAINTS.

D. RECEPTION: CHASN METRO CHAMBER OF COMMERCE IS SPONSORING  
A RECEPTION FOLLOWING THE CEREMONY. REFRESHMENTS WILL INCLUDE  
LEMONADE, CAKE AND LIGHT FINGER FOODS SUITABLE FOR HOT WX. CG  
BAND WILL ALSO PLAY DURING RECEPTION.

E. KEY ISSUES: ANTICIPATE SIGNIFICANT PUBLIC/MEDIA INTEREST  
IN CEREMONY. LOCAL BOATING GROUPS HAVE EXPRESSED INTEREST IN  
ARRANGING FLOTILLAS TO GREET SHIPS ON ARRIVAL WHICH MAY DRAW  
MEDIA INTEREST AWAY FROM CEREMONY. REQUEST D7 PUBLIC AFFAIRS

PROVIDE PRESS RELEASE/COVERAGE ASSISTANCE STARTING MONDAY BEFORE CEREMONY. APPRECIATE CGI RESPONSE TO REQUEST FOR ADVANCE SECURITY ASSISTANCE WITH 1000+ ANTICIPATED CEREMONY ATTENDEES AND VIPS. VIP/OFFICIAL PARTY DETAILS ARE LIKELY TO CHANGE.  
2. FOR CGC DALLAS AND CGC GALLATIN: WE LOOK FORWARD TO YOUR ARRIVAL. OUR GOAL IS TO MAKE PLANNING FOR THIS CEREMONY AS SEAMLESS AS POSSIBLE FOR YOU AND YOUR CREW WHILE GIVING YOU A SPLENDID WELCOME TO CHARLESTON. REQUEST YOU MAN THE RAILS DURING THE CEREMONY. PLEASE ANTICIPATE DESIRE FOR PUBLIC TOURS IMMEDIATELY FOLLOWING CEREMONY.  
3. PROJECT OFFICER IS LTJG BERNIE MCDONALD,  
(803) 724-7607/7608.

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----- Initials ----- Initials ----- Initials -----

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SR D1 CC O1 MI LE OS DP CG DE NC  
SR/041446 D1/130393 CC/049722 O1/192254 MI/173159 LE/240328 OS/260556  
DP/095003 CG/015464

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, CC, DCH, O, MIC, OLE, OSR, DPA, OII-4  
SSIC : N05700

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R 202253Z AUG 96 ZUI ASN-D07233000655  
FM COMLANTAREA COGARD PORTSMOUTH VA//AOFC//  
TO ZEN/USCGC DALLAS  
ZEN/USCGC GALLATIN  
INFO ZEN/COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V//  
ZEN/CCGDSEVEN MIAMI FL//DCS//  
COMCOGARDGRU CHARLESTON SC  
SR/COGARD NESU MIAMI FL  
COGARD MSO CHARLESTON SC  
ZEN/COGARD REGFISHTRACEN SE CHARLESTON SC

BT  
UNCLAS //N05700//  
SUBJ: WELCOME TO CHARLESTON CEREMONY - SITREP 1

- A. CCGDSEVEN MIAMI FL 142233Z JUN 96  
B. USCGC GALLATIN 191537Z AUG 96 (NOTAL)  
1. DISCUSSION:

A. PER REF (A), PLANS FOR A CEREMONY WELCOMING BOTH DALLAS AND GALLATIN TO CHARLESTON ARE PROCEEDING. THE PASSENGER SHIP TERMINAL IN DOWNTOWN CHARLESTON WAS NOT AVAILABLE TO HOST THE CEREMONY AND RECEPTION, HOWEVER, GROUP CHARLESTON HAS COORDINATED WITH NOAA TO USE THE NOAA BUILDING ADJACENT TO PIER ROMEO. CURRENT PLANS ARE FOR ONE SHIP TO MOOR NORTHSIDE PIER ROMEO AND THE OTHER TO MOOR SOUTHSIDE OF PIER QUEBEC. HOTEL FACILITIES ARE NOT AVAILABLE AT PIER QUEBEC. ACTUAL BERTHING PLAN WILL BE PASSEP BASED ON INFO REQUESTED BELOW.

B. INVITATIONS WILL BE MAILED IN THE NEXT FEW DAYS, INCLUDING THOSE INDIVIDUALS REQUESTED IN REF (B). VIP'S INVITED INCLUDE SOUTH CAROLINA'S GOVERNOR, U.S. SENATORS, CONGRESSMEN, AND VARIOUS STATE AND LOCAL OFFICIALS.

C. THE CEREMONY WILL BEGIN AT 1000 ON 14 SEP 96 AND WILL BE HELD ON THE QUAY WALL BETWEEN PIER QUEBEC AND ROMEO. CG BAND IS SCHEDULED TO PARTICIPATE. UNIFORM FOR THE CEREMONY WILL BE TROPICAL BLUE LONG W/COMBINATION CAPS.

D. UPON COMPLETION OF THE CEREMONY, A RECEPTION HOSTED BY THE CHARLESTON CHAMBER OF COMMERCE'S MILITARY AFFAIRS COUNCIL FOR THE CREW AND THEIR FAMILY MEMBERS WILL BE HELD UNDERNEATH A TENT ADJACENT TO THE CEREMONY. THE NOAA FACILITY WILL PROVIDE RESTROOMS AND A/C SPACES FOR THOSE REQUIRING THEM.

E. EACH CUTTER CAN SHIFT BERTHS TO PIER PAPA UPON COMPLETION OF THE RECEPTION OR NLT COB 16 SEP 96.

F. THE CHARLESTON NAVY LEAGUE WILL BE HOSTING A VIP RECEPTION ON FRIDAY, 13 SEP 96. DETAILS TO FOLLOW.

2. ACTION:

A. PROVIDE SHIP'S HISTORY INCLUDING INFO ON RECENT OPS VIA MSG TO GROUP CHARLESTON NLT COB 27 AUG 96. INFO WILL BE INCLUDED IN WELCOMING CEREMONY PROGRAM.

B. BOTH CUTTERS SHOULD MOOR BOW IN AND BE AT FULL DRESS SHIP COMMENCING 0800, 14 SEP 96 UNTIL SUNSET.

C. REQUEST YOU OR YOUR OMBUDSMAN CONTACT LTJG BERNIE MCDONALD AT (803) 724-7607, TO COORDINATE INVITES FOR CREW'S DEPENDENTS AND GUESTS.

D. REF (B) PROVIDED SPECIAL ADDEE LIST FOR GALLATIN. REQUEST DALLAS PROVIDE SPECIAL ADDEE LIST, NOT TO EXCEED 25 INVITATIONS, ASAP.

E. PROVIDE ETA TO CHARLESTON TO COGARD GRU CHARLESTON, INFO OTHER ADDEES ABOVE. REQ ADVISE ON IMPACT OF NO HOTEL SERVICES AT PIER QUEBEC WRT TO YOUR ETA.

F. REQ ADVISE POSSIBILITY OF SHIFTING BERTHS FOLLOWING RECEPTION WITH VIP'S/DEPENDENTS EMBARKED.

G. REQ YOU PROVIDE ANY ADDITIONAL CONCERNS THAT HAVE NOT BEEN ADDRESSED.

3. WILL KEEP ALCON ADVISED AS THINGS FIRM UP. GOOD SAILING.

4. POC IS LT MIKE DORCHAK, (804) 398-6393.

BT

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----- Initials ----- Initials ----- Initials -----

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SR D1 CC 01 MI LE OS DP CG AT DE NC  
SR/039623 D1/125942 CC/031839 O1/187545 MI/167265 LE/232482 OS/251364  
DP/091749 CG/014959 AT/034537

United States Coast Guard  
Seventh Coast Guard District  
Network Operations Center  
Miami, Florida

COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, CC, DCH, O, MIC, OLE, OSR, DPA, OII-4, AT  
SSIC : N05700

P 142233Z JUN 96 ZUI ASN-D07166000628  
FM CCGDSEVEN MIAMI FL//DCS//  
TO COMLANTAREA COGARD PORTSMOUTH VA//ACS/AO//  
COMCOGARD MLC LANT NORFOLK VA//MD/V//  
SR/COGARD NESU MIAMI FL  
INFO COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
COMCOGARDGRU CHARLESTON SC  
COGARD ACADEMY NEW LONDON CT  
USCGC GALLATIN  
USCGC DALLAS  
COGARD MSO CHARLESTON SC  
COGARD REGFISHTRACEN SE CHARLESTON SC

BT

UNCLAS //N05700//

SUBJ: WELCOMING CEREMONIES FOR CGC GALLATIN AND CGC DALLAS

A. MILITARY CEREMONIES PLANNING GUIDE FOR SHORE STATIONS,  
COMDTINST M5060.12

1. FOLLOWING NUMEROUS PHONE CALLS WITH MOST MSG ADDEES, AND GP CHARLESTON'S 22 MAY 96 MEETING WITH CHARLESTON CHAMBER OF COMMERCE, PLANNING FOR CGC DALLAS AND CGC GALLATIN ARRIVAL CEREMONY IS PROCEEDING. GP CHARLESTON HAS ASSUMED RESPONSIBILITY TO ENSURE THE WELCOME CEREMONY IS COORDINATED AT THE LOCAL LEVEL. THE OFFICIAL CEREMONY IS SKED TO BE HELD ON 14 SEP 96 AT 1000. REQUEST GALLATIN/DALLAS CONFIRM ARRIVAL DATE AND PROVIDE ESTIMATE OF ARRIVAL TIME AT PIER "P" CHARLESTON NAVAL BASE TO GROUP CHARLESTON.

2. AS OF THIS DATE, IT IS UNDERSTOOD THAT THE OFFICIAL ARRIVAL CEREMONY WILL BE PATTERNED AFTER A HOME PORT DEDICATION, SIMILAR TO THE DEDICATION CEREMONY OUTLINED IN CHAPTER 10 OF REF A. THE COMMANDANT HAS TENTATIVELY SCHEDULED THE COAST GUARD BAND TO PARTICIPATE. ANTICIPATE THE COMMANDANT, AREA COMMANDER AND SEVENTH DISTRICT COMMANDER WILL BE ATTENDING.

3. THE WELCOME CEREMONY IS SKED TO BE HELD ON PIER "P" AT THE OLD NAVY BASE. FOLLOWING THE CEREMONY, CHARLESTON'S CHAMBER OF COMMERCE/MILITARY AFFAIRS COUNCIL DESIRES TO FUND AND HOST A RECEPTION AT THE SIMA BLDG, LOCATED 1.25 MILES FROM PIER "P" AND HOME TO THE 378-WHEC VESSEL SUPPORT FACILITY.

4. THE FOLLOWING ISSUES NEED TO BE CONSIDERED/RESOLVED/COORDINATED TO ENSURE NECESSARY SUPPORT IS PROVIDED FOR THE RELOCATION OF THE 378-WHECs AND CREWS, AS WELL AS TO GUARANTEE THE SUCCESS OF THE WELCOME CEREMONY.

A. REQUEST LANTAREA DESIGNATE A PROJECT OFFICER TO ASSIST IN COORDINATING THIS FORMAL ARRIVAL CEREMONY. CDR SNYDER (AOF) HAS PROVIDED INITIAL INPUT TO GP CHARLESTON.

B. REQUEST LANTAREA PROVIDE \$7.5K TEMAC FUNDING FOR 378-WHEC RELOCATION PROJECT OFFICER (RESERVE LT/LTJG) AT GP CHARLESTON TO COORDINATE WELCOME CEREMONY AS WELL AS COORDINATE/RESOLVE ISSUES RELATED TO EACH VESSEL'S ARRIVAL. TEMAC DAYS ARE IDENTIFIED WITHIN THE CGD SEVEN FY96 ALLOCATION.

C. REQUEST NESU MIAMI DESIGNATE POC FOR ARRIVAL CEREMONY.

D. REQUEST MLCLANT DESIGNATE A POC AND WORK WITH LANTAREA (AOF) TO PROVIDE FUNDING FOR ARRIVAL CEREMONY FIXTURES (RENTAL GP CHARLESTON (LT RIZZO) AND LANTAREA (AOF/CDR SNYDER) AND TO COORDINATE RECEPTION DETAILS/SUPPORT WITH CHARLESTON CHAMBER OF COMMERCE. THEIR MILITARY AFFAIRS COUNCIL POC IS MR. SAM LYONS.

E. GP CHARLESTON WILL WORK WITH LANTAREA/CGD SEVEN PUBLIC AFFAIRS STAFFS FOR PRESS RELEASES AND APPROPRIATE MEDIA COVERAGE.

F. GUEST LIST WILL BE DEVELOPED BY CG LANTAREA. RECOMMENDED LOCAL ELECTED OFFICIALS/VIPS WILL BE PROVIDED BY GP CHARLESTON.

G. ANTICIPATE SIGNIFICANT INTEREST/INVOLVEMENT BY ELECTED OFFICIALS (SENATORS, MEMBERS OF CONGRESS, LOCAL MAYORS). GUEST SPEAKER LIST WILL NEED TO BE DEVELOPED. LOCAL U.S. NAVY LEAGUE CHAPTER ALSO INTERESTED IN SUPPORTING WELCOME CEREMONY. USNL LOCAL CHAPTER POC IS MR. TOM MAYBERRY.

5. PRINCIPAL POC FOR GP CHARLESTON AND PRESENT LOCAL PROJECT COORDINATOR IS LT MARK RIZZO AT (803)724-7614.

BT

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----- Initials ----- Initials ----- Initials -----

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SR 01 DP LE AB A1 CC AT DE NC  
SR/039796 01/188032 DP/092044 LE/233239 AB/027591 A1/072346 CC/033594  
AT/034985

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
ACTION : O  
INFO : DPA, OLE, OLE-ALC, AF, AP, CC, AT, SP  
SSIC : N04000

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R 211830Z JUN 96 ZUI ASN-D07173000467  
FM COMLANTAREA COGARD PORTSMOUTH VA//AOF//  
TO ZEN/CCGDSEVEN MIAMI FL//O/DPA//  
COMCOGARDGRU CHARLESTON SC  
INFO ZEN/COMDT COGARD WASHINGTON DC//G-CC/C-CP/C-OCU//  
ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V//  
SR/COGARD NESU MIAMI FL  
COGARD MSO CHARLESTON SC  
ZEN/COGARD REGFISHTRACEN SE CHARLESTON SC  
ZEN/USCGC GALLATIN  
ZEN/USCGC DALLAS  
BT  
UNCLAS//N04000//  
SUBJ: WELCOMING CEREMONY FOR CGC GALLATIN AND CGC DALLAS  
A. CCGDSEVEN 142233Z JUN 96  
1. COMLANTAREA (AOF) COMMITS THE FOLLOWING SUPPORT FOR  
THE CHARLESTON CEREMONY OUTLINED IN REF (A):  
A. LANTAREA PROJECT OFFICER  
LT MIKE DORCHAK.....(804) 483-6393  
B. TEMAC FUNDING.....\$7.5K (TEMAC DAYS FROM D7 ALLOCATION)  
C. FUNDING FOR ARRIVAL CEREMONY FIXTURES  
(HAVE INITIALLY SET ASIDE \$5.0K)

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----- Initials ----- Initials ----- Initials -----

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SR D1 OS CC O1 MI LE DP CG DE NC  
SR/041664 D1/130791 OS/261329 CC/051276 O1/192678 MI/173596 LE/240992  
DP/095264 CG/015516

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
ACTION : DCS  
INFO : OSR, CC, DCH, O, MIC, OLE, DPA, OII-4  
SSIC : N05700

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R 261725Z AUG 96 ZUI ASN-D07239000387  
FM COMCOGARDGRU CHARLESTON SC  
TO COMLANTAREA COGARD PORTSMOUTH VA//A/AOF//  
COMCOGARD MLC LANT NORFOLK VA//M//  
ZEN/CCGDSEVEN MIAMI FL//DCS/OSR//  
USCGC DALLAS  
USCGC GALLATIN  
INFO SR/COGARD NESU MIAMI FL  
COGARD MSO CHARLESTON SC  
BT  
UNCLAS //N05700//  
SUBJ: NAVY LEAGUE DINNER PARTY FOR CGC DALLAS & CGC GALLATIN  
A. MY 231640Z AUG 96  
1. THE PRESCRIBED UNIFORM FOR ALL COAST GUARD MEMBERS ATTENDING  
THE NAVY LEAGUE DINNER ON 13 SEP 96 IS SERVICE DRESS BLUE ALPHA.  
2. GRU CHARLESTON POC: LTJG BERNARD C MCDONALD, 378-WHEC PROJECT  
OFFICER, (803) 724-7607 OR 608.  
BT  
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----- Initials ----- Initials ----- Initials -----

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SR D1 01 OS DP CC MI LE CG DE NC  
6R/041822 D1/131106 01/193041 OS/261911 DP/095461 CC/052433 MI/173952  
LE/241516 CG/015562

United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

COMMAND : CCGDSEVEN MIAMI FL  
ACTION : DCS  
INFO : O, OSR, DPA, CC, DCH, MIC, OLE, OII-4  
SSIC : N05700

R 292345Z AUG 96 ZUI ASN-D07243000039  
FM COMCOGARDGRU CHARLESTON SC  
TO COMLANTAREA COGARD PORTSMOUTH VA//ACS/AO/AOF//  
ZEN/CCGDSEVEN MIAMI FL//DCS/O/OSR/DPA//  
USCGC DALLAS  
USCGC GALLATIN  
INFO COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
COMCOGARD MLC LANT NORFOLK VA//MD/V/S//  
COGARD ACADEMY NEW LONDON CT  
COGARD INVSER PORTSMOUTH VA  
COGARD MSO CHARLESTON SC  
SR/COGARD NESU MIAMI FL//CO/MAT//  
COGARD REGFISHTRACEN SE CHARLESTON SC  
BT

UNCLAS //N05700//

SUBJ: 378 ARRIVAL CEREMONY

1. GP CHASN IS COORDINATING LOCAL PLANNING EFFORTS FOR  
SUBJ CEREMONY. FOLLOWING DETAILS ARE PROVIDED FOR  
INFO/COMMENT:

A. DATE/TIME/LOCATION: SAT 14 SEP 96 AT 1000 BETWEEN PIERS  
QUEBEC AND ROMEO ADJACENT THE NOAA BUILDING ON OLD NAVAL BASE  
CHARLESTON. A VIP PRE-RECEPTION/BRIEFING IS BEING PLANNED FOR  
0930 AT THE NOAA BUILDING. INFO FOR INVITATION ONLY NAVY  
LEAGUE RECEPTION ON 13 SEP WAS SENT EARLIER.

B. BASIC PROGRAM ELEMENTS: CG BAND SELECTIONS... WELCOME  
BY MC... ARRIVAL/INTRO OF OFFICIAL PARTY (CURRENTLY TO INCLUDE  
CUTTER CO'S, MLCLANT, D7, LANTAREA, MAYOR OF NORTH CHASN,  
SENATOR HOLLINGS)... PRESENTATION OF COLORS/NATIONAL ANTHEM...  
INVOCATION... REMARKS/READING OF ORDERS BY CUTTER CO'S, REMARKS  
BY LANTAREA, REMARKS BY MAYOR SUMMEY, REMARKS BY SEN HOLLINGS...  
PHOTO OPPORTUNITY FOR OFFICIAL PARTY TENTATIVELY CENTERED ON  
PRESENTATION OF KEYS TO CITY... BENEDICTION... RETIREMENT OF  
COLORS... DEPARTURE OF OFFICIAL PARTY.

C. SHIP MOORING POSITIONS: RECENT INFO FROM NOAA REGARDING 6-9  
INCH PER MONTH SILT ACCUMULATION AT PIERS IN AREA PROMPTED GP  
CHASN TO TAKE SOUNDINGS WHICH INDICATE POTENTIALLY RESTRICTIVE  
WATER DEPTHS AT PIERS QUEBEC AND ROMEO. SOUNDING INFO HAS BEEN  
SENT TO CUTTERS. CGC DALLAS HAS DECIDED TO MOOR SOUTH SIDE PIER  
QUEBEC AND CGC GALLATIN HAS TENTATIVELY DECIDED TO MOOR NORTH  
SIDE OF PIER ROMEO PER ORIGINAL PLAN BASED ON SITE CONSTRAINTS.

D. RECEPTION: CHASN METRO CHAMBER OF COMMERCE IS SPONSORING  
A RECEPTION FOLLOWING THE CEREMONY. REFRESHMENTS WILL INCLUDE  
LEMONADE, CAKE AND LIGHT FINGER FOODS SUITABLE FOR HOT WX. CG  
BAND WILL ALSO PLAY DURING RECEPTION.

E. KEY ISSUES: ANTICIPATE SIGNIFICANT PUBLIC/MEDIA INTEREST  
IN CEREMONY. LOCAL BOATING GROUPS HAVE EXPRESSED INTEREST IN  
ARRANGING FLOTILLAS TO GREET SHIPS ON ARRIVAL WHICH MAY DRAW  
MEDIA INTEREST AWAY FROM CEREMONY. REQUEST D7 PUBLIC AFFAIRS

WIDE PRESS RELEASE/COVERAGE ASSISTANCE STARTING MONDAY BEFORE  
CEREMONY. APPRECIATE CGI RESPONSE TO REQUEST FOR ADVANCE  
SECURITY ASSISTANCE WITH 1000+ ANTICIPATED CEREMONY ATTENDEES  
AND VIPS. VIP/OFFICIAL PARTY DETAILS ARE LIKELY TO CHANGE.  
2. FOR CGC DALLAS AND CGC GALLATIN: WE LOOK FORWARD TO YOUR  
ARRIVAL. OUR GOAL IS TO MAKE PLANNING FOR THIS CEREMONY AS  
SEAMLESS AS POSSIBLE FOR YOU AND YOUR CREW WHILE GIVING YOU A  
SPLENDID WELCOME TO CHARLESTON. REQUEST YOU MAN THE RAILS  
DURING THE CEREMONY. PLEASE ANTICIPATE DESIRE FOR PUBLIC  
TOURS IMMEDIATELY FOLLOWING CEREMONY.  
3. PROJECT OFFICER IS LTJG BERNIE MCDONALD,  
(803) 724-7607/7608.

BT  
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----- Initials ----- Initials ----- Initials -----

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DP CC D1 O1 MI LE OS CG DE NC  
DP/095503 CC/052642 D1/131172 O1/193111 MI/174014 LE/241585 OS/262011  
CG/015569

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DPA, CC, DCS, DCH, O, MIC, OLE, OSR, OII-4  
SSIC : N05700

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R 301725Z AUG 96 ZUI ASN-D07243000543  
FM CCGDSEVEN MIAMI FL//DPA//  
TO COMCOGARDGRU CHARLESTON SC  
INFO COMDT COGARD WASHINGTON DC//G-CP//  
COMLANTAREA COGARD PORTSMOUTH VA//ANP//  
USCGC DALLAS  
USCGC GALLATIN  
COGARD MSO CHARLESTON SC  
COGARD REGFISHTRACEN SE CHARLESTON SC  
BT  
UNCLAS //N05700//  
SUBJ: PA SUPPORT FOR 378 ARRIVAL  
A. YOUR 292345Z AUG 96  
1. IRT REF (A), D7 (DPA) WILL PROVIDE PA3 MARK MACKOWIAK  
TAD TO GROUP CHARLESTON. PA3 WILL TRAVEL 09SEP TO CHARLESTON  
AND RETURN TO D7 ON 15SEP.  
BT  
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SR D1 DP 01 CC MI LE OS CG DE NC  
SR/042005 D1/131671 DP/095932 01/193651 CC/054172 MI/174388 LE/242105  
OS/262808 CG/015599

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, DPA, O, CC, DCH, MIC, OLE, OSR, OII-4  
SSIC : N05700

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P 042125Z SEP 96 ZUI ASN-D07249000095

FM USCGC DALLAS

TO ZEN/COMLANTAREA COGARD PORTSMOUTH VA//AOFC//

COMCOGARDGRU CHARLESTON SC

INFO ZEN/USCGC GALLATIN

ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V/S//

ZEN/COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//

ZEN/CCGDSEVEN MIAMI FL//DCS/DPA/O//

SR/COGARD NESU MIAMI FL//CO/MAT//

COGARD MSO CHARLESTON SC

ZEN/COGARD INVSER PORTSMOUTH VA

COGARD REGFISHTRACEN SE CHARLESTON SC

BT

UNCLAS //N05700//

SECTION 01 OF 02

SUBJ: CHARLESTON WELCOME CEREMONY

A. COMLANTAREA COGARD PORTSMOUTH VA 011849Z SEP 96 (SITREP 2)

1. IRT PARA 11, REF A THE FOLLOWING IS SUBMITTED.

2. TIMELINE:

A. EXTENDED TIMELINE (ADDING DALLAS SCHED)

111310 DALLAS ARR MORSE "A" BUOY

111545 DALLAS MOOR PIER QUEBEC (SE SIDE); TUG STANDING BY

131300 DALLAS CREW REHEARSAL

131500 NAV BRIEF

131600 TENT/TABLES SET UP ON FLT DECK

FULL DRESS SHIP PREPS COMPLETED

131830 NAVY LEAGUE RECEPTION.

CO/WIFE, XO, OMBUDSMAN/HUSBAND ATTENDING.

140800 FULL DRESS SHIP

140930 CO, DALLAS ARR NOAA BLDG

140940 DALLAS CREW MUSTERED (TBL W/ COMB CAPS)

140945 DALLAS CREW MARCHED TO:

- MAN FOCSLE (DUTY SECTION)

- MAN PIER FM BOW TO QUAY (NON DUTY SECTION)

140950 DALLAS CREW PARADED

141000 WELCOME CEREMONY

141100 CEREMONY CONCLUSION

DALLAS CREW DISMISSED (CREW ATTENDING RECEPTION

MARCHES TO QUAY BEFORE FALLING OUT)

141100 RECEPTION

141145 DALLAS CREW RTRN TO DALLAS, MAKE PREPS TO GET U/W,

SHIFT INTO TBL W/ DALLAS BALL CAPS

141200 DALLAS PREPARED TO RENDER HONORS TO VVIPS

COMMENCE EMBARKING VIPS/DEPENDENTS

VVIPS ESCORTED TO WARDROOM FOR CO WELCOME

SECURE FULL DRESS SHIP

141230 ALL VIPS/DEPENDENTS EMBARKED

141230 SET SPECIAL SEA DETAIL

141245 TAKE OFF BROW, PILOT O/B, TUG STANDING BY

141300 U/W SOUTHBOUND COOPER RIVER,  
CG SMALL BOAT ACCOMPANY DALLAS  
141400 COMMENCE SERVING BBQ  
141430 ANCHOR AT ANCHORAGE A, FT SUMTER  
BBQ  
141500 (APPROX) DEBARK VADM WILLIAMS VIA ACOMM LADDER  
TO GRU CHASN SMALL BOAT FOR TRANSPORT TO GALLATIN  
141530 SECURE BBQ  
SET SPECIAL SEA DETAIL;  
PILOT EMBARKS IF NOT REMAINING ON BOARD FOR BBQ  
141615 U/W ENR PIER PAPA, CG SMALL BOAT ACCOMPANY  
141745 MOOR PIER PAPA; TUG STANDING BY  
141800 DEBARK VIPS/DEPENDENTS

B. BASED UPON A 141730 (LOCAL) SEP 96 ANTICIPATED SLACK WATER BEFORE THE FLOOD VIC PIER PAPA RECOMMEND GALLATIN MOOR NLT 141715 SEP 96 AND DALLAS MOOR NLT 141745 SEP 96 TO BRACKET THE SLACK.

3. 111545 SEP 96 PIER QUEBEC:

A. AFTER DISCUSSION W/ LCDR EGLI (AOF)/CWO COOPER (GRU CHASN) APPEARS ORIG ABLE TO MOOR/UNMOOR AT SE QUEBEC W/OUT BOW THRUSTER USING TUG.

B. REQ BROW AND PLATFORM DESIGNED BY FD&CC PAC (AND FOR WHICH OUR BROW DODGERS WERE DESIGNED) BE LOCATED AT PIER QUEBEC WITH CRANE UPON ARRIVAL.

C. UNDERSTAND POTABLE WATER IS AVAIL; SEWAGE HOOKUP MUST BE TESTED UPON ARRIVAL; AND GARBAGE DISPOSAL HAS BEEN ARRANGED. TRUCK/BARGE BACKUPS WILL BE STANDING BY IF NECESSARY.

D. REQUIRE PAINT FLOAT AND STAGING AVAILABLE AT NE SIDE PIER QUEBEC ON ARRIVAL.

4. 141000 SEP 96 WELCOMING CEREMONY:

A. REQ ADVISE ANY PARTICULAR OR --HOT-- TOPICS/RECOGNITIONS YOU DESIRE TO BE MADE DURING CO REMARKS.

B. IMMEDIATELY UPON COMPLETION OF CEREMONY TRANSFER 200 FOLDING CHAIRS FM CEREMONY AREA TO DALLAS FLT DECK.

5. 1300 VIP/DEPENDENT CRUISE:

A. VIP/DEPENDENT ISSUES.

(1) REQ VADM WILLIAMS AIDE CONTACT DALLAS OPS IMS AT HIS CONVENIENCE. COMPLETE ITINERARY DESIRED WHEN AVAIL.

(2) REQ ADVISE SOONEST OPPORTUNITY RSVP LIST OF VIPS (BY NAME AND POSITION) FOR VIP/DEPENDENT CRUISE INORD TO PLAN/ACCORD APPROPRIATE HONORS/CEREMONY (IF DESIRED?).

(3) REQ ADVISE IF ANY VIP ANTICIPATED TO HAVE SPECIAL NEEDS OR DESIRE DESIGNATION OF JO AIDE DURING CRUISE.

(4) REQ GRU CHASN REMAIN IN CONTACT W/ DAL OMBUDSMEN AND KEEP ORIG UPDATED OF NUMBER OF DEPENDENTS/FRIENDS INTENDING TO ATTEND.

(5) REQ YOU PASS WORD WE WOULD LIKE TO EMBARK ALL VIPS AND GUESTS BETWEEN 1200-1230. ANTICIPATE VVIP RECEPTION UPON EMBARKATION IN THE WARDROOM. STRONGLY RECOMMEND VIPS AND GUESTS BE ADVISED TO WEAR FLAT SHOES OR BRING SNEAKERS FOR THE CRUISE AND A SWEATER/JACKET.

(6) REQ CHASN PILOTS BE CONTACTED ADVISING OF CRUISE SCHED AND OUR DESIRE TO HAVE PILOT(S) ON BOARD FOR TRANSIT TO/FM PIER QUEBEC TO FT SUMTER AND BACK TO PIER PAPA. PILOT(S) ARE INVITED TO REMAIN ON BOARD FOR THE APPROX 90 MIN DALLAS IS ANCHORED AND JOIN US FOR BBQ.

(7) REQ ADVISE IF SMALL CONTINGENT OF CG BAND AVAIL FOR CRUISE FOR MUSICAL PRESENTATION ON FLT DECK AT ANCHORAGE.

B. PA AND MEDIA ISSUES:

(1) REQ ADVISE IF MEDIA HAVE/WILL BE INVITED FOR CRUISE AND, IF SO, WILL PA ASSIST BE AVAIL TO ASSIST ESCORT.

(2) REQ MAKE ARRANGEMENTS FOR PRINTING OF 500 DALLAS WELCOME ABOARD PAMPHLETS DURING 12-13 SEP FOR USE 14 SEP AND ESTIMATED COST (ONE SHEET 8.5 IN BY 11 IN, FOLDED IN HALF,

PRINTED 2 SIDES, CG STRIPE/SEAL COLORS ON COVER, ALL ELSE  
BLACK/WHITE).

(3) REQ RESEARCH/DRAFT SHORT ANNOUNCEMENT ABOUT FT SUMTER  
SUITABLE FOR READING OVER 1MC WHILE ANCHORED.

C. FOLLOWING ITEMS IN SUPPORT OF CRUISE/BBQ SOUGHT (HOPE ITEMS  
1-4 CAN BE OBTAINED AT NO COST; WILLING TO PROCURE ITEMS 1-2 IF  
NEC):

(1) 8 EA 40 (PLUS) GAL MATCHING (RED DESIRED) AND CLEAN

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----- Initials ----- Initials ----- Initials -----  
MAC

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Date: Sep 6, 1996 3:50 PM  
From: L.Rocks/GruChasn  
To: B.MCDONALD  
Copies: CO, XO, M.MACKOWIAK/D725  
Attach:  
Subject: PUBLIC AFFAIRS FOR 378

Message ID: GruCha229796

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BERNIE,

I JUST GOT OFF THE PHONE WITH D7 DPA, WE TALKED TASKING FOR NEXT WEEK AND THE TIMELY RELEASE OF ANY PRESS RELEASES. BASICALLY THE PRESS RELEASES FOR THE ARRIVAL CEREMONY DO NOT NEED TO GO OUT UNTIL MONDAY OF NEXT WEEK. PO MACKOWIAK(DPA) HAS MADE CONTACT WITH CAA'S AID REGARDING NEEDS/CONCERNS FOR EDITORIAL BOARD, MAJOR ITEM IS LOCATION. BASIC TASKING FOR NEXT WEEK IS TO ENSURE THERE IS A SITE FOR POST CEREMONY INTERVIEWS, PRESS RELEASES, HAVE NEWSPAPER DO A MAJOR STORY BEFORE THE WEEKEND, AND ADDRESS MEDIA CONCERNS FOR TAPING/COVERING CEREMONY.

I WILL GIVE YOU A COPY OF THE DRAFT PRESS RELEASE SATURDAY MORNING AFETR YOUR RADIO DEBUT.

THANKS,  
LANCE

SR D1 O1 OS DP CC MI LE CG DE NC  
SR/042141 D1/132005 O1/194012 OS/263328 DP/096132 CC/055265 MI/174767  
LE/242602 CG/015622

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, O, OSR, DPA, CC, DCH, MIC, OLE, OII-4  
SSIC : N05700

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R 072220Z SEP 96 ZUI ASN-D07251000467

FM COMCOGARDGRU CHARLESTON SC

TO USCGC DALLAS

USCGC GALLATIN

INFO COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//

COMLANTAREA COGARD PORTSMOUTH VA//ACS/AO/AOF//

COMCOGARD MLC LANT NORFOLK VA//MD/V/S/P//

ZEN/CCGDSEVEN MIAMI FL//DCS/O/OSR/DPA//

COGARD ACADEMY NEW LONDON CT

SR/COGARD NESU MIAMI FL//CO/MAT//

COGARD MSO CHARLESTON SC

COGARD REGFISHTRACEN SE CHARLESTON SC

COGARD INVSER PORTSMOUTH VA

BT

UNCLAS //N05700//

SUBJ: 378-WHEC COMMEMORATIVE BRASS MEDALLIONS AS GIFTS

1. MY PROJECT OFFICER, LTJG MCDONALD, HAS ARRANGED TO HAVE 200, 1-1/2 INCH DIA PROOF BRASS MEDALLIONS (100 EA FOR DALLAS AND GALLATIN) WITH A MINT EDGE, MINTED WITH THE RESPECTIVE CUTTER'S COAT OF ARMS ON THE FACE AND AN ENGRAVEABLE SURFACE ON THE REVERSE SIDE.

2. THE LANTAREA COMMANDER HAS ORDERED 40 PROOF MEDALLIONS (20 EA CUTTER), WITH AT LEAST 22 OF THEM CUSTOM-ENGRAVED ON THE REVERSE SIDE. ALL 40 OF THE MEDALLIONS MAY BE ENGRAVED, HOWEVER, DEPENDING ON TIME CONSTRAINTS AT THE MINT. ENGRAVING WILL BE: "HOMEPORTING CEREMONY, NORTH CHARLESTON, SC, 14SEP96, - VADM KENT H. WILLIAMS, USCG." THE LANTAREA COMMANDER INTENDS TO PRESENT ALL OF THESE MEDALLIONS AS GIFTS TO OFFICIAL PARTY/VIPS AT THE NAVY LEAGUE DINNER PARTY ON 13 SEP 96 AND/OR AT THE RECEPTION ON 14 SEP 96. ALL 40 OF THE MEDALLIONS WILL BE IN CLEAR, AIR-TIGHT PLASTIC COIN CASES; HOWEVER, ONLY 22 OF THAT 40 WILL BE IN BLUE VELOUR PRESENTATION CASES.

3. THE REMAINING 160 MEDALLIONS, OR 80 EA CUTTER (WITH CLEAR PLASTIC COIN CASES ONLY), WILL NOT BE ENGRAVED. WE WOULD LIKE TO EXTEND THE INVITATION TO CGC DALLAS AND CGC GALLATIN TO SELL THESE ONBOARD THEIR VESSELS DURING THEIR RESPECTIVE CRUISE/BBQ AND TOUR FOR \$8.00 EA. PROCEEDS FROM THIS SALE WILL GO TOWARDS REIMBURSING MLCLANT MWR FUND WHICH FINANCED THE ORIGINAL DIE CASTING COST AND THE ORDER FOR 200 MEDALLIONS.

4. 0.999 PURE SILVER MEDALLIONS WILL ALSO BE AVAILABLE AFTER 14 SEP 96, BUT WITHIN ONE WEEK OR LESS OF PLACING A SPECIAL-ORDER. EXPECTED RESALE PRICE WILL BE \$25.00 EA.

5. WE ANTICIPATE STRONG INTEREST FOR THE BRASS MEDALLIONS BY GUESTS EMBARKED ON BOTH OF YOUR CUTTERS BECAUSE OF THE HYPE SURROUNDING THE CEREMONY AND POST-CEREMONY ACTIVITIES. ORDER FORMS WILL ALSO BE GIVEN TO YOUR CUTTERS.

6. POC LTJG BERNARD MCDONALD, 378-WHEC PROJECT OFFICER, (803) 724-7607, 608.

BT

SR D1 DP 01 LE CC MI OS CG DE NC  
SR/041920 D1/131340 DP/095653 01/193291 LE/241762 CC/053230 MI/174149  
OS/262292 CG/015585

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : DCS, DPA, O, OLE, CC, DCH, MIC, OSR, OII-4  
SSIC : N05700

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R 011849Z SEP 96 ZUI ASN-D07245000343  
FM COMLANTAREA COGARD PORTSMOUTH VA//AOFC//  
TO ZEN/USCGC DALLAS  
ZEN/USCGC GALLATIN  
COMCOGARDGRU CHARLESTON SC  
ZEN/COMCOGARD MLC LANT NORFOLK VA//MD/V/S//  
INFO ZEN/COMDT COGARD WASHINGTON DC//G-CC/G-CP/G-OCU//  
ZEN/CCGDSEVEN MIAMI FL//DCS/DPA/O/OLE//  
SR/COGARD NESU MIAMI FL//CO/MAT//  
COGARD MSO CHARLESTON SC  
ZEN/COGARD INVSER PORTSMOUTH VA  
ZEN/COGARD REGFISHTRACEN SE CHARLESTON SC

BT

UNCLAS //N05700//

SUBJ: CHARLESTON WELCOME CEREMONY - SITREP 2

A. COMLANTAREA COGARD PORTSMOUTH VA 202253Z AUG 96 (SITREP 1)

B. COMCOGARDGRU CHARLESTON SC 292345Z AUG 96

1. BACKGROUND: CAA VIEWS THIS AS A UNIQUE OPPORTUNITY TO SHOWCASE OUR FINEST; WELCOME DALLAS AND GALLATIN TO THEIR NEW H/P, MAKE PROPER INTRODUCTIONS TO THE CITY OF CHARLESTON, AND BUILD GOODWILL WITH THE COMMUNITY. GIVEN PUBLIC INTEREST, EXPECTED MEDIA RESPONSE, AND ATTENDANCE OF PUBLIC OFFICIALS, THIS IS CLEARLY A GREAT CHANCE TO SHINE. THIS MSG PROVIDES THE LATEST PLANNING INFO FOR THIS SPECIAL CEREMONY, AND SUPPLEMENTS OR SUPERSEDES INFO IN REFS (A) & (B).

2. SITUATION: CGC DALLAS & CGC GALLATIN WILL MOOR IN CHARLESTON ON COMPLETION OF PATROLS OOA 12 SEP. WELCOME CEREMONY 141000Q SEP AT WATERFRONT AREA BETWEEN PIERS Q/R, RECEPTION TO FOLLOW ON PIER ADJACENT TO NOAA COASTAL SERVICES CENTER (AT FOOT OF PIER R).

3. ACTION TAKEN:

A. PER REFS (A) & (B), LANTAREA (AOFC) & GRUCHASN TO COORD EVENT.

B. OFFICAL PARTY: SENATOR HOLLINGS (D-SC), REPRESENTATIVE SANFORD (R-SC), VADM WILLIAMS, RADM LOCKWOOD, CAPT UNDERWOOD (DALLAS), CAPT GIBSON (GALLATIN), MAYOR SUMMEY (NORTH CHARLESTON), CHAPLAIN FANNING, LT (USNR).

C. OTHER VIPS (CONFIRMED): GEN WESTMORELAND, USA (RET); RADM TEESON (MLCA); RADM FLATLEY, USN (RET) EXEC DIRECTOR, PATRIOTS POINT MARITIME MUSEUM; BGEN (SEL) ROSER USAF, 437TH AIRWING; COL LINDQUIST, CO ARMY COMBAT GROUP; MR. SAM LYONS, DIRECTOR MILITARY AFFAIRS COUNCIL, CHASN CHAMBER OF COMMERCE; MR DENVER MERRILL, DIRECTOR, CHASN CHAMBER OF COMMERCE; CAPT STARK, USN, CO WEPS STATION.

D. OTHER VIPS INVITED (RSVP PENDS): SEN THURMOND (R-SC), REP SPENCE (R-SC), CHAIRMAN NS CMTE.

E. ALL INVITATIONS SENT. 180 GIVEN TO EACH SHIP OMBUDSMAN. LARGE CROWD (1,000+ PLUS) EXPECTED BECAUSE CITY HAS INVITED THE PUBLIC.

F. GRUCHASN CO, CDR MANSON BROWN DESIGNATED MASTER OF CEREMONIES.

G. FOUL WX PLAN: CONDUCT CEREMONY UNDER TENT AT CURRENT LOCATION.

H. GRUCHASN HAS PLACED ORDER FOR EVENT PROGRAMS.

4. PUBLIC AFFAIRS: LANTAREA (ACP) LCDR MASSEY, D7 (DPA) LCDR

WOODRING, AND GRUCHASN DEPUTY (LT RIZZO) TO COORD PR COVERAGE DIRECTLY W/SHIPS & CAA FLAG AIDE TO POSSIBLY INCLUDE:

(1) TRANSPORT LOCAL MEDIA TO SHIPS DURING ARRIVAL TRANSIT.

(2) FRIDAY (13 SEP) EDITORIAL BOARD; LOCAL MEDIA W/VADM WILLIAMS

(NOTE: CAA ETA CHASN 1430 13 SEP).

(3) COVERAGE OF CEREMONY, INTERVIEWS

5. VIP/GUEST CRUISE AFTER CEREMONY (14 SEP): GRUCHASN TO PROVIDE NOTIFICATION TO VIPS (APPROX 300 TOTAL), SHIP OMBUDSMAN, AND COORD RSVP-NUMBERS. DALLAS: QUOTA LIMIT 75 VIPS/175 FAMILY; GALLATIN: SHIP DESIGNATE NUMBERS & NOTIFY GRUCHASN SOONEST.

6. FOR MLCLANT/NESU MIAMI:

(A) REQ COORD DIRECTLY W/SHIPS RE. HOTEL SERVICES AND LOGREQ SUPPORT ISSUES. ANTICIPATE BOTH SHIPS REQUIRING PAINT FLOAT & STAGING ON ARRIVAL.

(B) DIRLAUTH W/SHIPS TO CONFIRM AVAILABILITY OF SERVICES PREVIOUSLY REQUESTED (DOCKAGE & DELIVERY) AT PIERS "R" AND "Q". REQ INFO GRUCHASN & LANTAOF ON ALL RELATED MSG TFC.

7. CEREMONY ORDER OF EVENTS (LENGTH NMT 1 HR):

BAND SELECTIONS (CG BAND)

ARRIVAL OF OFFICIAL PARTY (8)

PRESENT COLORS (GRUCHASN COLOR GUARD)

INVOCATION

RADM LOCKWOOD REMARKS, INTRODUCE LANTAREA

VADM WILLIAMS REMARKS, INTRODUCE REP SANFORD

REP SANFORD REMARKS

SEN HOLLINGS REMARKS

CAPT UNDERWOOD COMMENTS

CAPT GIBSON COMMENTS

MAYOR SUMMEY SPECIAL PRESENTATION

BENEDICTION

RETIRE COLORS

DEPARTURE OF OFFICIAL PARTY

8. PROPOSED TIMELINE (ALL TIMES LOCAL +4Q):

111545 DALLAS MOOR PIER QUEBEC (SOUTH SIDE).

121000 DALLAS REFUEL VIA BARGE.

121800 GALLATIN MOOR PIER ROMEO (NORTH SIDE).

131830 NAVY LEAGUE RECEPTION (INVITATION ONLY) AT USS YORKTOWN, PATRIOTS POINT MARITIME MUSEUM. UNIFORM SDB (ALPHA).

140800 GALLATIN AND DALLAS FULL DRESS SHIP.

140930 OFFICIAL PARTY GATHER AT NOAA BUILDING.

140950 PARADE CUTTER CREWS FORECASTLE & LINE INBOARD ALONG PIER.

141000 WELCOME CEREMONY, UNIFORM: TROPS W/COMBO CAPS.

141100 CEREMONY CONCLUSION.

141100 RECEPTION AT NOAA CENTER ADJACENT TO PIER.

141130 GALLATIN OPEN FOR TOURS.

141300 DALLAS UNDERWAY WITH VIPS (INCLUDING VADM WILLIAMS).

141600 GALLATIN COMPLETE TOURS.

141700 GALLATIN SHIFT BERTHS TO PIER PAPA.

141800 DALLAS MOOR PIER PAPA NE BERTH. (NOTE: FULL DRESS SHIP NOT REQUIRED BY EITHER SHIP UPON RETURN TO PIER PAPA)

9. FUTURE PLANS:

A. LANTAOF STAFF (LCDR EGLI) TO VISIT GRUCHASN WEDNESDAY (9/4).

B. VIP/RSVP LISTS FOR NAVY LEAGUE RECEPTION (9/13), WELCOME CEREMONY (9/14), & HARBOR GUEST CRUISE (9/14) UNDER PREP BY GRUCHASN.

10. PRIMARY POCS:

A. GRUCHASN: CDR BROWN (CO), 803-724-7624/5/FAX 724-7652

LT RIZZO (DEPUTY), 803-724-7614

LTJG MCDONALD (PROJECT OFFICER), 803-724-7620

B. LANTAREA: LCDR EGLI (AOFC), 757-398-6256/FAX 391-8111

LCDR MASSEY (ACP), 757-398-6275/FAX 398-6238

LT JONES (A-1, FLAG AIDE), 757-398-6561/FAX 391-8123

C. CCGD7: LT LISKO (FLAG AIDE), 305-536-5654/FAX 530-7079

11. REQ ALCON PROVIDE ANY ADD'L CONCERNS, QUESTIONS, SUGGESTIONS TO

ENSURE ALL BASES COVERED.

BT

NNNN

----- Initials ----- Initials ----- Initials -----  
MW            MAC

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SR OS DP D1 O1 OA DL M1 R1 CC OP MI LE CG DE NC  
SR/042142 OS/263338 DP/096135 D1/132011 O1/194019 OA/132739 DL/161450  
M1/111536 R1/074858 CC/055286 OP/442696 MI/174771 LE/242611 CG/015623

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United States Coast Guard  
Seventh Coast Guard District  
Communications Center  
Miami, Florida

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COMMAND : CCGDSEVEN MIAMI FL  
INFO : OSR, DPA, DCS, O, OAN, DL, M, SR, CC, CAC, DCH, MIC, OLE,  
OII-4  
KEYWORD : HURRICANE  
SSIC : N05700

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P 080130Z SEP 96 ZUI ASN-D07252000011  
FM COMCOGARDGRU CHARLESTON SC  
TO USCGC DALLAS  
INFO COMLANTAREA COGARD PORTSMOUTH VA//AOF//  
COGARD ACADEMY NEW LONDON CT//BAND//  
ZEN/CCGDSEVEN MIAMI FL//OSR/DPA//  
USCGC GALLATIN  
COMCOGARD MLC LANT NORFOLK VA//MD/V/S//  
SR/COGARD NESU MIAMI FL//CO/MAT//  
COGARD INVSER PORTSMOUTH VA

BT

UNCLAS //N05700//

SUBJ: CHARLESTON WELCOME CEREMONY

A. YOUR P 042125Z SEP 96

1. GROUP CHARLESTON IS WORKING WITH NESU MIAMI TO ADDRESS YOUR CONCERNS AND REQUESTS OUTLINED IN REF A. GIVEN OUR CURRENT OPOORDER TASKING AND ALLOCATION OF RESOURCES FOR HURRICANE FRAN RECOVERY EFFORTS, SEVERAL UNANSWERED ITEMS WILL BE ADDRESSED WITH YOU AFTER YOU ARRIVE CHASN. THE FOLLOWING INFORMATION IS PROVIDED:

A. INFO REQUESTED CONCERNING SCRIPT AND TOPICS FOR REMARKS HAS BEEN FAXED TO YOU THIS DATE.

B. GRU CHASN CREW WILL TRANSFER 200 CHAIRS TO DALLAS UPON COMPLETION OF CEREMONY. ANY ASSISTANCE YOU COULD PROVIDE WOULD BE APPRECIATED.

C. INVITES FOR CRUISE/BBQ MAILED 7SEP TO VIPS, AND ARE BEING DELIVERED TO YOUR OMBUDSMAN. DID NOT REQUIRE RSVP DUE TO LATE MAILING AS A RESULT OF HURRICANE FRAN. ANTICIPATE MOST VIPS INVITED TO ATTEND CRUISE SINCE THEY HAVE ALREADY RSVP FOR CEREMONY. DO NOT ANTICIPATE NEED FOR AIDES. HAVE NOT RCVD COMMITMENT TO DATE FOR SEN HOLLINGS OR CONG SANFORD FOR CRUISE.

D. PILOTS HAVE BEEN INVITED AS REQUESTED.

E. HAVE NOT BEEN ABLE CONFIRM IF A BRASS QUINTETTE WILL BE AVAILABLE FOR THE CRUISE. BAND INTENDS TO FLY BACK TO USCGA AFTER RECEPTION.

F. PA STAFF FROM D7 WILL ARRIVE CHAS 10 SEP. ALL MEDIA ISSUES WILL BE ADDRESSED AT THAT TIME.

G. RECOMMEND YOU USE COPIERS FOR PAMPHLETS. GPO, OUR PRINTING CONTRACTOR, REQUIRES MORE LEAD TIME TO PRINT THE PAMPHLETS REQUESTED.

H. WILL OBTAIN FACT SHEET ON FT SUMTER AS REQUESTED. WE ARE TRYING TO ARRANGE A PARK SERVICE TOUR GUIDE OR AUDIO CASSETTE.

I. SMALL BOAT WILL BE PROVIDED DURING CRUISE.

J. ONLY FUNDING AVAILABLE FOR CRUISE SUPPORT ITEMS IS \$100 IN MORALE FUNDS RECEIVED FROM MLCLANT. WE WILL MAKE ARRANGEMENTS FOR YOU TO USE OUR TABLES UPON ARRIVAL INPORT. SOURCES OF SUPPLY FOR FOOD SERVICE ITEMS REQUESTED ARE:

DUNCAN'S FOODS INC.  
KING ST. EXTENSION  
CHARLESTON, SC 29401  
803-723-3783

MONARCH SUPPLY CO.  
7148 CROSS COUNTY RD.  
N. CHARLESTON, SC 29418  
803-552-8239

BOTH COMPANIES CAN DELIVER MOST ITEMS REQUIRED ON SHORT NOTICE.  
2. ANY REMAINING CONCERNS CAN BE ADDRESSED WHEN YOU ARRIVE CHASN.  
POC LT RIZZO, DEPGRUCOM, 803-724-7614.

BT  
NNNN

----- Initials ----- Initials ----- Initials -----

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DEPARTMENT OF THE NAVY  
NAVY INTERNATIONAL PROGRAMS OFFICE  
1250 10TH STREET SE SUITE 2000  
WASHINGTON NAVY YARD DC 20374-5165

4920  
Ser 00/12U514  
6 Aug 12

FIRST ENDORSMENT on Commandant, CG-9 Memorandum 4920  
of 19 Jul 12

From: Director, Navy International Programs Office  
To: Director, Defense Security Cooperation Agency (PGM/BPC)

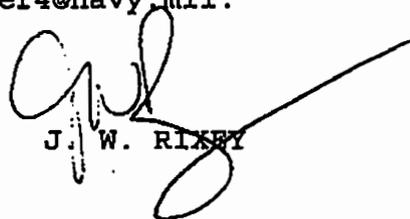
Subj: FY13 COAST GUARD HIGH ENDURANCE CUTTER EXCESS DEFENSE  
ARTICLE (EDA) ALLOCATION RECOMMENDATIONS

Ref: (a) COMDTINST M4570.1 Foreign Transfers of Excess Coast  
Guard Vessels  
(b) DODINST 5105.38-M Defense Security Cooperation  
Agency Manual

Encl: (1) COMDT (CG-9) Allocation Recommendation Memorandum

1. Forwarded. Navy International Programs has no objection to Commandant USCG's recommendation for EDA transfer of CGC JARVIS (WEHC-725) and CGC GALLATIN (WEHC-721). However, we defer to the findings of the EDA Coordinating Committee for the specific allocations to our maritime partners. Request DSCA convene an EDA Coordinating Committee no later than 31 Aug 12 to allow sufficient coordination and processing time to meet hot transfer requirements. Navy's position will be provided at the EDA Coordinating Committee.

2. My point of contact is Mr. John D. Wheeler, IPO 03D, at (202) 433-5665 or john.d.wheeler4@navy.mil.

  
J. W. RIXEY

Copy to:  
USCG (CG-922)