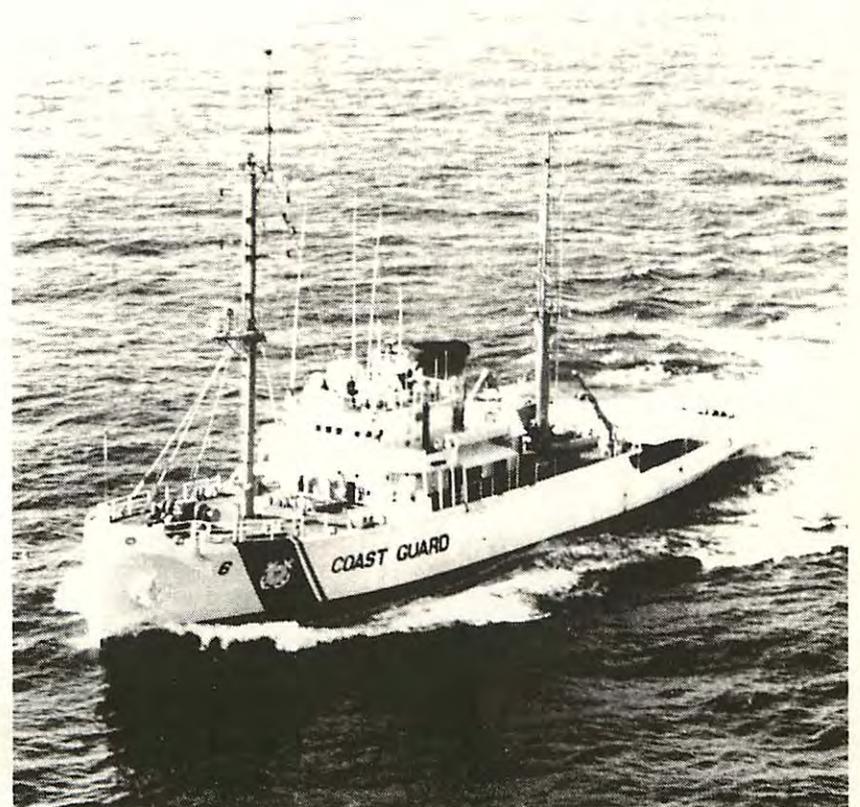


Semper Paratus



Constans Virtus

**USCGC ESCAPE
WMEC-6**



WELCOME ABOARD USCGC ESCAPE

ESCAPE, the largest Atlantic Area cutter south of Virginia, was born of necessity. In 1980, the Cuban boat lift coupled with an upswing in illicit drug trade to the Southeast United States, highlighted the need for additional Coast Guard Law Enforcement Resources. The ESCAPE was located in the U.S. Navy Reserve Fleet near Norfolk, Virginia and moved to the Coast Guard Support Center Portsmouth for activation as a Coast Guard Medium Endurance Cutter. In January 1981, key members of ESCAPE'S first Coast Guard crew arrived and undertook the monumental task of rapidly placing a former Navy Rescue and Salvage Ship into Coast Guard service. On 14 March 1981, after weeks of feverish around the clock activity, ESCAPE was commissioned a Coast Guard cutter and given a new lease on life. The swift activation of ESCAPE in response to a national emergency exemplifies the true meaning of the Coast Guard Motto: *Semper Paratus* (always ready)!

ESCAPE'S missions include search and rescue, maritime law enforcement, military readiness and marine environmental protection. Since commissioning, she has distinguished herself as a highly capable and versatile resource. She has singlehandedly interdicted and seized numerous drug laden vessels which were bound for the United States with their destructive cargo. On 6 December, 1988, ESCAPE seized the Columbian motor vessel MR. TED, 100 miles off the coast of Charleston with over 8 tons of marijuana onboard.

Although not presently encountered on the grand scale experienced during the Cuban boat lift, illegal migrants continue to threaten our shores. In dispatching the broad range of law enforcement duties, ESCAPE is ever alert for evidence of such activity. During a single patrol, in March 1989, ESCAPE returned 586 illegal Haitian immigrants to their native land.

Because of her unusually large fuel capacity ESCAPE has proven invaluable in an on scene support role. Recently the Coast Guard bolstered its arsenal of drug interdiction hardware with the acquisition of several 110' patrol boats. These high speed vessels are highly effective, but for maximum utilization, require at sea replenishment by ships such as ESCAPE.

In addition to the law enforcement activities noted above, ESCAPE also routinely checks U.S. vessels at sea to insure compliance with all applicable U.S. Maritime Laws and Regulations.

As expected, Search and Rescue (SAR) is also a primary mission for the ESCAPE. Since she routinely patrols in the broad expanse of ocean between the Carolinas and the Caribbean, ESCAPE is frequently the only cutter in position to offer timely assistance. U.S. Mariners frequently express comfort upon finding a Coast Guard presence in distant waters.

ESCAPE'S operating schedule calls for 185 days away from homeport each year. This translates into a patrol cycle of four weeks at sea followed by four weeks inport. During each patrol a two day portcall for provisioning and crewrest is normally scheduled. Many interesting ports have been visited during these breaks including Montego Bay, Key West, Nassau, Miami, St. Thomas and Fort Lauderdale.

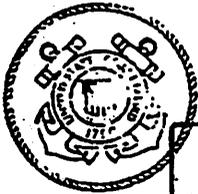
From a historical perspective, ESCAPE was first commissioned in 1943 as a U.S. Navy Rescue and Salvage Ship (ARS). In 1978, she was finally decommissioned after several decades of faithful service to the fleet. Her Navy accomplishments include support of project Mercury, our first manned space effort, and salvage work during the Suez Canal clearance project. CGC ESCAPE joins CGC ACUSHNET (EX ARS 9) and CGC YOCONA (EX ARS 26) as the only rescue and salvage hulls in active Coast Guard Service. It is interesting to note that she is the only one of these cutters to retain her original name and hull number. The name ESCAPE is particularly appropriate for a

Coast Guard cutter in light of our traditional search and rescue mission. However, it must cast a note of irony for prisoners who are frequently arrested and brought aboard for violation of our drug smuggling laws. ESCAPE is powered by four modern Caterpillar Diesel Engines which were installed in 1970 and develop a total of 4000 horsepower. She is homeported at the U.S Navy Base in Charleston, South Carolina. ESCAPE'S motto is *Constans Virtus* (steady excellence).



USCGC ESCAPE (WMEC6)

BUILT BY:	Basalt Rock Co., Napa, California
COMMISSIONED:	20 November 1943 (USN) 14 March 1981 (USCG)
LENGTH:	213' 6"
BEAM:	39'
DISPLACEMENT (MAX):	1964 Tons
ENGINES:	Four Caterpillar D-399 1000 Horsepower Each Twin Screw, Diesel Electric
CREW:	9 Officers, 66 Enlisted.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-OLE-4/31)
WASHINGTON, DC 20593
PHONE: (202) 755-1178

D	DCS	B	E	F	M	O	P	R				INC
2KIK						3A						

16235
19 JAN 1981

21-81

OFCO No. _____

From: Commandant
To: Commander, Coast Guard Atlantic Area (A)
Commander, Seventh Coast Guard District (d)
Commander, Fifth Coast Guard District (d)

Subj: Operating Facility Change Order (OFCO); Commission USCGC ESCAPE (WMEC-6)

1. The following change is authorized:

<u>Vessel</u>	<u>Change</u>
USCGC ESCAPE (WMEC-6)	Commission as USCGC ESCAPE (WMEC-6) during second quarter FY-81 in Portsmouth, VA. Homeport will be Charleston, SC.

2. ESCAPE, former U.S. Navy ARS-6 has been transferred to the Coast Guard. PCS crew is to report to ESCAPE NLT 10 February 81. Repairs should be completed by 28 February and the ship should be fully operational by 15 March 1981. ESCAPE has been moved to CG SUPRTCEN Portsmouth. Initial status of ESCAPE will be "Inactive, Pending Placement in Commission." A Pre-commissioning Detail will report to Support Center Portsmouth by 5 January 1981 to assist in the conversion and prepare for arrival of PCS crew. All deck equipment on board shall be retained.

3. Commander, Fifth Coast Guard District shall:

- a. Assume custody of the ESCAPE from the Navy. Direct liaison is authorized between Commander, Fifth Coast Guard District and Naval Operating Base, Norfolk. Place ESCAPE in "Inactive, Pending Placement in Commission" status.
- b. Ready ESCAPE for Coast Guard operations.
- c. Provide lodging/transportation assistance to ESCAPE crew members until crew moves aboard.
- d. Transfer custody of ESCAPE to Prospective Commanding Officer (PCO) after completion of the conversion and outfitting.
- e. Provide small arms and ammunition in accordance with Ordnance Manual CG-272.
- f. Energize, test, repair and adjust as necessary shipboard electronic equipment. Order ERPAL for ship (funded by Commandant).
- g. Coordinate outfit items with SICP and provide funding (to include NBC equipment).
- h. Notify Commandant (G-O) of all changes in commissioning status. ///

4. Commander Atlantic Area shall:

- a. Assume Operational Control of ESCAPE upon departure from SUPRTCEN Portsmouth, VA.
- b. Schedule shakedown training and team training as appropriate.



It's a law we
can live with

Please Coordinate with Project Officer

Subj: Operating Facility Change Order (OFCO); Commission USCGC ESCAPE (WMEC-6)

5. Commander, Seventh Coast Guard District shall:

- a. Assume Administrative Control (ADCON) of ESCAPE upon its being placed in "Inactive, Pending Placement in Commission" status. Assume Operational Control (OPOON) of ESCAPE upon its arrival in the Seventh Coast Guard District.
- b. Provide pier, dockside services and shore facilities for vessel and crew support to include mooring space, shore ties, storage areas, and personnel support facilities.
- c. Assume custody of pay records of ESCAPE PCS crew.
- d. Issue appropriate press releases.
- e. Submit form CG-4183, Change of Mailing, Freight, and Billing Address at least 30 days prior to commissioning. Submission of requisitions using new DOD Activity Address code shall not be made prior to the effective date shown on CG-4183.
- f. Establish the following on board ESCAPE:
 - (1) a general mess (Comptroller Manual, Commandant Instruction M4061.3).
 - (2) a morale fund (Special Services Manual CG-207-4).
 - (3) a satellite exchange (Special Services Manual CG-207-4).
- g. Direct the Commanding Officer, USCG ESCAPE to submit Quarterly Abstract of Operations in accordance with Commandant Instruction 3123.7 (series).
- h. Issue any necessary classified material.
- i. Order charts, Notice to Mariners.
- j. Provide electronic test equipment.
- k. Notify Commandant G-O by message of ESCAPE's arrival in Charleston, SC.

6. The OPFAC listing will be as follows:

<u>NAME, GEOGRAPHICAL LOCATION</u>	<u>OPFAC NO.</u>	<u>PROGRAMS/FUNCTIONS</u>	<u>BOAT/AIRCRAFT Allowance</u>
USCGC ESCAPE (WMEC-6) Charleston, S.C.	07-12120	ELT/SAR/MP/MEP	2 SKB

7. Unit OPFAC Number 07-12120, Unit Identification Code (UIC) E-12120 and DOD Activity Address Code Z-12120 will be assigned to ESCAPE upon commissioning. The Register of Cutters (COMDTINST M5441.5) will be amended to reflect this change.

8. Commandant (G-OMR) will take action to provide the initial distribution of directives forms and publications required by ESCAPE. Distribution Code "A:h." will be assigned to ESCAPE upon commissioning.

9. The personnel allowance for ESCAPE is as follows:

<u>OFFICERS</u>		<u>NUMBER</u>
CO	CDR	1
XO	LCDR	1
OPS	LT	1
EO	LT	1

19 JAN 1981
OFCO No. 21-81

Subj: Operating Facility Change Order (OFCO); Commission USCGC ESCAPE (WMEC-6)

19 JAN 1981 21 - 81
OFCO No

Subj: Operating Facility Change Order (OFCO); Commission USCGC ESCAPE (WMEC-6)

9.(Cont'd)

OFFICERS NUMBER

DWO	LTjg	2
ENG	CWO4	1

CREW

RATE		
BMC		1
BM1		1
BM2		1
BM3		1
SN		13
SA		10
GM1		1

CREW

NUMBER

EMC	1
EM1	2
EM2	2
EM3	1
MKC	2
MK1	3
MK2	3
MK3	2
FN	2
FA	2
DC1	1
DC2	1
SS1	1
SS2	2
SS3	1
QMC	1
QM1	1
QM2	1
RD2	1
ETN1	1
ET2	1
RM1	1
RM2	1
RM3	1
YN1	1
SK1	1
HM2	1



The Prospective Commanding Officer

USCGC ESCAPE (WMEC-6)

*cordially invites you to attend
the*

Commissioning of

USCGC ESCAPE (WMEC-6)

*on Saturday, the fourteenth of March
at ten o'clock*

at

*U. S. Coast Guard Support Center Portsmouth
Portsmouth, Virginia*

Reception following in
CPO ANNEX

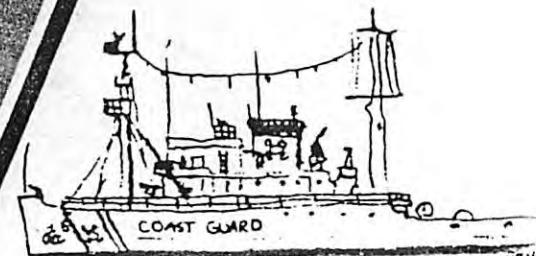
Uniform
Service Dress Blue (Bravo)

USCGC ESCAPE
WMEC-6



COMMISSIONING
CEREMONY

TEN O'CLOCK
14 MARCH 1981



LIEUTENANT COMMANDER WILLIAM Y. CLARK, II, USCG

Lieutenant Commander William Y. CLARK, II, a graduate of Harding College, was commissioned in June 1966 upon graduation from Officer Candidate School, Yorktown, Virginia. His first assignment was as Deck Watch Officer aboard USCGC PLANETREE (WLB 307), Honolulu, Hawaii, where he also served as Operations Officer. In 1968, he was assigned as Executive Officer and later as Commanding Officer of the USCGC POINT MAST (WPB 82316), a unit of Squadron One deploying from An Thoi, Republic of Vietnam.

From 1969 to 1972, LCDR CLARK was assigned to the Marine Inspection Office, Baltimore, Maryland. Here his inspection duties included assignment as Resident Hull Inspector at the Bethlehem Shipyard, Sparrows Point, Maryland.

Executive Officer assignments aboard USCGC CITRUS (WLB 300) at Kodiak, Alaska and at the Marine Safety Office, Louisville, Kentucky (where he earned his Masters Degree in Management in 1976 from Webster College in the Off-Duty Education Program), preceded LCDR CLARK's selection in 1977 as Commanding Officer, USCGC CLOVER (WLB 292) homeported in Sitka, Alaska. In 1979 he was assigned to the Marine Safety Office, Charleston, South Carolina as Executive Officer and alternate Captain of the Port.

Among LCDR CLARK's awards are the Bronze Star with Combat "V" and the Coast Guard Commendation Medal with Operational Distinguishing Device.

LCDR CLARK is married to the former Dale Lorainne Philbrick of North Hampton, New Hampshire. The Clarks reside on the Isle of Palms, South Carolina with their two sons, William and Briton.

LCDR CLARK was selected in September 1980 for promotion to the rank of Commander.

PROGRAM

INVOCATION

CHAPLAIN M. T. HALL, LIEUTENANT, CHC, USN

REMARKS AND ORDERS
PLACING USCGC ESCAPE IN COMMISSION

CAPTAIN DOUGLAS B. THURNHER, USCG

RAISING OF THE COLORS
AND
SETTING OF THE WATCH

COMMISSIONING ADDRESS

REAR ADMIRAL THOMAS T. WETMORE, III, USCG
COMMANDER, FIFTH COAST GUARD DISTRICT

REMARKS

LIEUTENANT COMMANDER WILLIAM Y. CLARK, II, USCG
COMMANDING OFFICER, USCGC ESCAPE (WMEC-6)

BENEDICTION

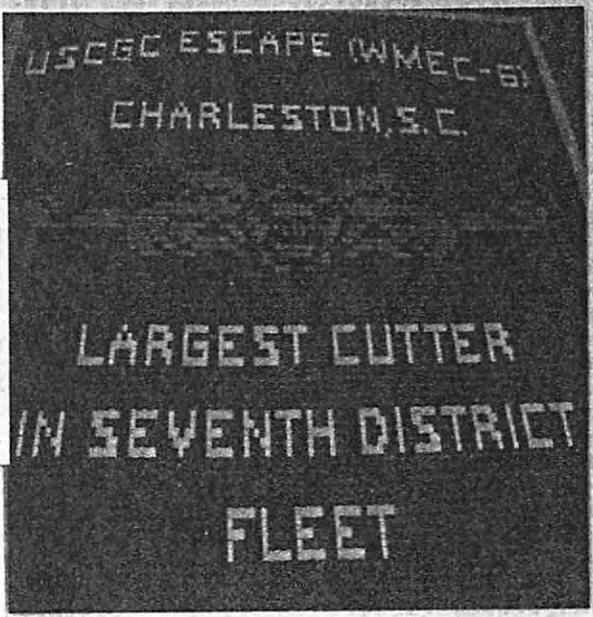
CHAPLAIN M. T. HALL, LIEUTENANT, CHC, USN

* * * *

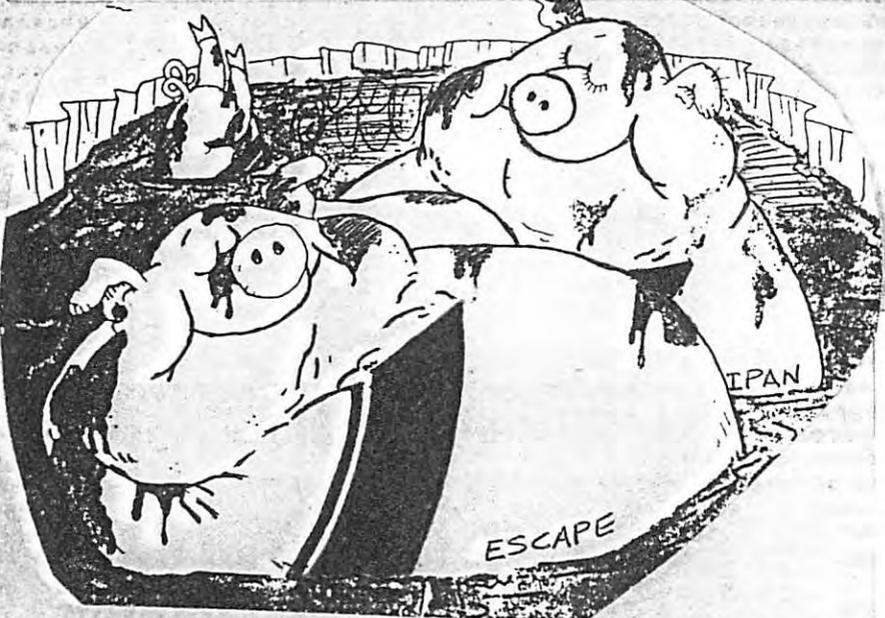
GUESTS ARE WELCOME TO REFRESHMENTS IN THE
CPO ANNEX



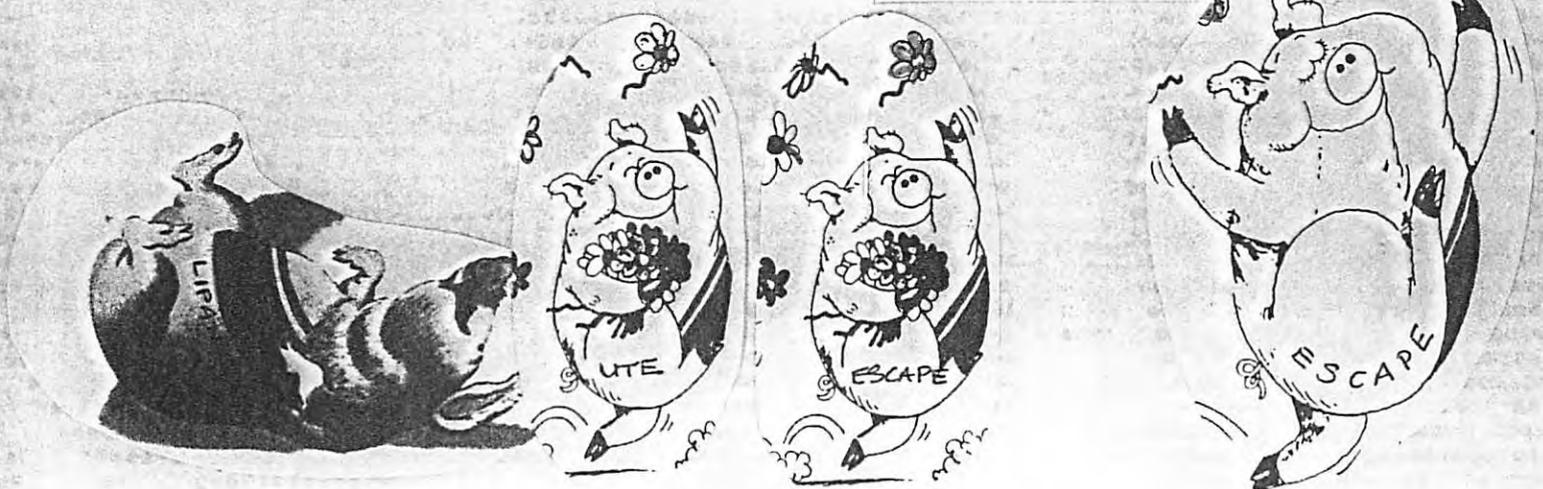
Many people thought ESCAPE completed her first Refresher Training ever as a Coast Guard Cutter to earn some long awaited awards - actually, we just needed a good reason to display our "Fearless Leader's" initials on the ship.



After many months of waiting, ESCAPE finally got her long awaited welcome mat only to change operational commander one month later - sorry Admiral, somehow "The Largest WMEC(OTHER) In the MLC(LANT)" doesn't sound as interesting.



THE THREE LITTLE PIGS
 First there were three.
 Then there were two.
 Now there's only one little pig left!!
 SEMPER PARATUS!



The USS Escape returned to Mayport Florida on June 9, 1978. Due to prohibitive modernization costs, USS Escape was decommissioned on September 1, 1978. The Escape was transferred to Inactive Ship Facility, Portsmouth, Virginia for safe stowage. Escape's final disposition turned out to be a recommissioning ceremony given to her by the U.S. Coast Guard. On March 14, 1981 in Portsmouth, Virginia, Escape was brought into the service of the Coast Guard due to the need for increased law enforcement patrols in southeast part of the United States.

DATE	HIGHLIGHTS
MAR 80-MAR 81	<ul style="list-style-type: none"> -Sunk in its own drydock due to hurricane -Sponsons taken off -Ship converted to AC from DC -Diver support system removed -Diving chamber removed -Salvage storage converted
01APR 81	-Bosn' cage installed
25JUNE 81	-Depart Charleston on first patrol to Gray Marine Fish Havens enroute to Base Miami
27JUNE 81	-First vessel boarded-ALVIA JR.
28JUNE 81	-Assisted FL5604DA with engine trouble
08JULY 81	-Lost BMC "OSCAR" due to an oncoming waterspout during man-overboard drills
09JULY 81	-Arrived Port Everglades
05AUG 81	-Lost port shaft
05-07AUG 81	-Anchored off Miami
11AUG 81	-Parted both steering cables
13AUG 81	-S/V TABOO assisted after it had run aground off Little Harbor Cay
13-15AUG 81	-Port of Nassau for three days.
14SEPT 81	-Took F/V MISS DEBBIE in tow; Group Charleston took over on 15SEPT
19SEPT 81	-M/V PORTSIDE seized; 10 tons of marijuana seized
22SEPT 81	-Begin 45 hour port-of-call in Miami
01DEC 81	-Dry stores installed
15APR 82	-M/V JUAN XIII seized with 13 tons of marijuana

03MAY 82 -M/V LADY DOLLY boarded and seized with 29,250 lbs. of marijuana
 05MAY 82 -Weight room installed into what is now the Deck Head
 21MAY 82 -REFTRA, Little Creek, Va.
 22JULY 82 -One 40 lb. bale found floating in water
 28JULY 82 -S/V PEGASUS seized with 5 tons marijuana
 08OCT 82 -Repairs needed, patrol delayed
 10OCT 82 -Underway again
 22OCT 82 -Port-of-call San Juan P.R.
 31OCT 82 -Port-of-call St. Thomas
 04NOV 82 -S.CHEREZADE seized with 29.1 tons marijuana
 12 arrests-all Columbians
 02DEC 82 -Ramming attempt made by M/V MY LORD; MY LORD boarded and seized with 5 tons marijuana and 8 POB arrested
 27APR 83 -Salvage stores converted to aft stores
 -Removed forward cargo boom
 -Forward salvage wench removed
 27MAY 83 -Aft cargo boom removed
 09JULY 83 -Vessel CACHITA seized as stolen vessel
 3 POB arrested
 21JULY 83 -24 ft. wooden sail boat found dangerously overloaded with 33 Haitians
 05AUG 83 -New gyro installed
 01SEPT 83 -EM Shop built from what was Cable Storage Area
 20SEPT 83 -DREAM GIRL boarded and seized with 480 bales of marijuana; 12 POB arrested
 27SEPT 83 -Boat falls (stbd boat davit), traveling dolly, wench drum, and wench motor removed
 01OCT 83 -EM Shop built
 17OCT 83 -Started patrol #14

26OCT 83 -Medevac'd injured crew member to a GANTSEC UTB North of San Juan

31OCT 83 -Assisted S/V SWEET SOLITUDE with engine trouble. Engine fixed but broke 3 hours later. Taken in tow enroute to Mathewtown, Great Inagua Island.

04NOV 83 -Relieved CGC DALLAS of custody of M/V NARWAL(UK) proceeded to Port Everglades and handed NARWAL over to task force agents.

07NOV 83 -Port-of-call Port Everglades for 5 days.

12NOV 83 -Capsized 20 foot Wellcraft pleasure craft, NC 6530 AU found. Swimmers were utilized to investigate and identify the derelict. It was discovered the boat had been lost while being towed four days earlier.

16NOV 83 -End patrol #14

26DEC 83 -Begin patrol #15

01JAN 84 -Medevac'd crewmember to USNH GTMO (UNC 0004).

06JAN 84 -Floating bale of marijuana found.

07JAN 84 -F/V EL DON (PN) boarded and seized with 31,050 lbs. of marijuana-9 POB arrested.

21JAN 84 -FL 4252 EK, a 23 foot Renken I/O pleasure craft assisted and placed in tow to Miami sea buoy where CG 41 footer took over tow.

23JAN 84 -End patrol #15

20FEB 84 -Begin patrol #16

27FEB 84 -27 bales of marijuana were found floating in area South of Columbus Banks.

27FEB 84 -While retrieving bales a contact was picked up and then boarded. The M/V BLUE LIGHT had two hidden compartments atop the fuel tanks. A total of 5500 lbs. of marijuana was seized along with the vessel and 4 POB.

01MAR 84 -F/V BLUE BOY was boarded and seized with 9 POB arrested and 155 bales of marijuana.

08MAR 84 -Floating bale found.

14MAR 84 -Proceeded to Savannah, Ga. to participate in the St. Patrick's Day celebration.

17MAR 84 -Open house held in Savannah and approximately 6000 visitors entertained.

19MAR 84 -End of patrol #16

23APR 84 -Begin patrol #17

01MAY 84 -S/V CANGACEIRO was boarded and seized with 11,000 lbs. of marijuana.

03MAY 84 -Began joint operations with Jamaican Defense Force Coast Guard.(For one week only)

10MAY 84 -Begin a 2 day port-of-call in Ocho Rios.

12MAY 84 -Master of the S/V PHOENIX OF DELL QUAY (UK) was treated for severe sunburn by Health Services Technician aboard ESCAPE.

16MAY 84 -End patrol #17

JUNE 84 -Begin Yard Period

JUNE 84 -Deck Berthing converted to Rec Deck

JULY 84 -Battery room removed
 -Weight room converted to Deck Berthing head
 -Reefers redone
 -Forward locker removed
 -Aft cargo wench removed

AUG 84 -Crew's head converted to ET Shop and Sick Bay

SEPT 84 -New steering console installed
 -Sewage Pump Room from Oil Tank A-311-E
 -Ship's Store converted to first class berthing
 -Part of ET Shop made into first class head

OCT 84 -A-104-L converted from Sick Bay to Stateroom
 -Pantry removed
 -MAA Stores became QM Stores
 -Ship's Office converted from Crew's Berthing

NOV 84 -Old Ship's Office converted to CPO's Mess

DEC 84 -New equipment for Galley

05MAY 85 -Begin patrol #18

10MAY 85 -Boarded and seized F/V KUNA (PN) with 29,600 lbs. of marijuana.

21MAY 85 -Boarded and seized the M/V ALFA with 17,030 lbs. of marijuana.

08JUN 85 -End patrol #18

AUG 85 -Began REFTRA at Little Creek, Va.

SEPT 85 -REFTRA suddenly ended due to operator error in engine room. Repair needed to reduction gear. Replaced gears and then they were wiped again due to improper installation. Emergency yard period planned.

05OCT 85 -Begin yard period in Savannah, Ga. Reduction bearings and sleeve bearings replaced. Shafts straightened and keel was inspected.

20JAN 86 -End yard period

20JAN 86 -Begin patrol #19

28JAN 86 -Boat coxswain injured and had to be transported to U.S.

14FEB 86 -End patrol #19

FEB 86 -Received Hurricane small boat

27MAR 86 -Participated in Operation Backstop- a joint Coast Guard, State and Local agencies law enforcement blockade in the Gulf of Mexico.

04APR 86 -Found M/V MONICA adrift and partially awash with no POB. Vessel searched and bales of marijuana found. Vessel was salvaged and taken in tow until turned over to U.S. Customs at Key West Seabuoy.

08MAY 86 -Boarded and Seized F/V CAPE BLANCO with 44,000 lbs. of marijuana. Vessel escorted to New York. 6 POB arrested. Bust was presented to Adm. Yost in front of crowd and press representatives.

12JUL 86 -Relieved CGC HARRIET LANE of its tow of the seized F/V HELICH. While enroute to Key West, boarded S/V RIPTIDE and seized 350 lbs of marijuana and arrested 2 POB.

JUL 86 -Ship's store changed to Repair 3

AUG 86 -CPO's Mess rearranged
-CPO's Berthing rearranged

28OCT 86 -Forced to port in Miami due to repairs needed on SSG's.

DEC 86 -Hurricane diesel small boat received

JAN 87 -Towing wench removed

11FEB 87 -End patrol #24 from Yucatan Pass

15MAR 87 -Enroute Savannah, Ga for dependents cruise to celebrate St. Patrick's Day.

28MAR 87 -Accepted tow of M/V MARANANTHA & 7 Haitians and transported them to Port au Prince, Ha.

Ø1APR 87 -Rendezvoused with CGC VIGILANT and relieved them of 141 Haitian citizens. The Haitians were repatriated on Ø3 APR 87 in Port au Prince, Ha.

15APR 87 -End of patrol #25

13SEP87 Began REFTRA.

09OCT87 Completed REFTRA for first time ever as CG cutter. Earned "E"'s in Damage Control, Seamanship, Gunnery and Communications.

19OCT87 Began Patrol #26.

27OCT87 Located S/V DIEU DEVANT (HA) w/149 Haitians. Remained onscene until CGC CHASE interdicted vessel.

28OCT87 Interdicted unnamed 30FT S/V (HA) w/80 Haitians.

29OCT87 Repatriated 133 Haitians from Unk 30FT S/V and S/V DIEU AVANTO (interdicted by CGC CHASE) at Port-Au-Prince.

19NOV87 Port call Ocho Rios, Jamaica.

25NOV87 End Patrol #26.

28DEC87 Began Patrol #27.

05JAN88 Relieved tow of the disabled M/V SHAWNEE (PM) from the M/V GENERAL HIZON (RP). Towed vessel to Isla Mujeres, MX.

06JAN88 Conducted combined boarding of M/V SHAWNEE w/MEXNAV in MX waters near Isla Mujeres. Mj residue was found. The vessel was seized and its 6 Columbian and 1 U.S. POB arrested by Mexnav PC VERACRUZ (P-26).

18JAN88 Port call Belize City, Belize.

01FEB88 Discovered S/V SHAWONDASEE (US) limping before the wind with disabled rudder/parted mast stays. Vessel had been forced into Cuban waters by storm. After being detained for 6 days by Cuban authorities, VSL continued on toward MX. In two hours, ESCAPE board party had the VSL repaired and on its way to Cozumel.

03FEB88 ESCAPE crewman injured during boat ops in FLA Straits while enr homeport. AIRSTA MIAMI HH-65 Medevaced crewman to Miami.

05FEB88 End Patrol #27.

24 AUG 88 CDR HORAN relieved CDR CLARKE as
Commanding Officer.

17 SEP 88 Received word that M/V MINI BOK was
sinking 60NM north of our position.
Vessel sank and crew was picked up
by a passing freighter.

30 SEP 88 Sighted flare in the Straits of
Florida; unable to locate
source.

07 NOV 88 Found M/V CRISTINA abandoned
and adrift near Great Isaac Light.
Towed to Miami until relieved.

19 NOV 88 Discovered vessel with 58
Haitians on board. Haitians were
repatriated to Port-au-Prince.

06 DEC 88 Seized F/V MR. TED 100 NM east of
Charleston with 37,000 lbs of
marijuana on board.

31 DEC 88 Found P/C HANKY PANKY disabled and
adrift. Crewmembers changed it's
fuel filters escorted it to Baker's
Haulover, FL.

06 MAR 89 Received distress call for M/V GENE
EXPRESS which had grounded itself
on Grand Bahama Bank and was taking
on water. Crewmembers rigged a P-1
pump that allowed the vessel to
continue on to St. Marc, HA

MAR 89 Repatriated 586 illegal Haitians to
Haiti.

15 MAY 89 Helped Bahama's Air-Sea Rescue in
search for a person in the water
who had disappeared. ESCAPE-2
recovered the body and turned it
over to the local authorities.

20 AUG 89 Boarded M/V EL INDIO anchored near
Castle Island Light. Discovered
many hidden compartments but no
narcotics.

SEP 89 Survived HURRICANE HUGO

30 OCT 89 Embarked FCC and VOA personnel
for a Cuban Radio/TV monitoring
project.

03 NOV 89 Searched for downed USCS Blackhawk
helo pilot with negative results

24 NOV 89 Dptd Charleston for REFTRA.

26 NOV 89 Arrived Little Creek, REFTRA scaled
down to Limited Team Training.

05 FEB 90 Intercepted M/V CARLSBERG enroute
Petit Goave from the Canary
Islands, intel indicated hashish on
board. Search vessel with negative
results.

21 FEB 90 Boarded M/V NINA-N and discovered
ten armed stowaways in the main
hold. Boarding team members
disarmed the stowaways, provided
food, and seved them in the hold

04 APR 90 Intercepted 40 FT YOLA that had just landed 30 illegal migrants Detained the 2 POB on vessel and transferred them to the Border Patrol in Mayaguez, PR.

19 APR 90 Transported 14 aliens that were stranded on Mona Island to Mayaguez

31 APR 90 Discovered a 20 FT YOLA disabled with 41 POB. YOLA was destroyed as a hazard to navigation and aliens were transferred to Border Patrol in Mayaguez

13 JUN 90 CDR EMBLER relieved CDR HORAN as Commanding Officer

23 JUN 90 Repatriated 89 Haitiana to Port-au-Prince

26 JUN 90 Repatriated 94 Haitians to Port-au-Prince

27 JUN 90 Responded to a distress call of a Haitian vessel disabled and taking on water. The M/V was towed to Matthewtown Great Inagua

01 JUL 90 Repatriated 59 DOMREP'S to Puerto Plata, DR.

28 JUL 90 Participated in Coast Guard Bicentennial Celebration in FT Lauderdale, FL.

16 SEP 90 Sighted boat on fire off Boynton Beach, FL. Rescue and assistance team is dispatched via both RHIB'S and successfully extinguish the fire. Victims are transported to hospital by local authorities.

28 SEP 90 Responded to man overboard from M/V ESSO HONOLULU. Search was conducted with negative results.

22 OCT 90 Escorted M/V COCO LOCO with broken shaft to Key West.

11 DEC 90 Rescue and assistance team dewatered flooding in S/V DUCKLING and ESCAPE escorted her to Key West

15 DEC 90 Rescued man from dinghy who had been adrift for ten days. His S/V had been hit by a tanker. Man was transported to Key West.

11 MAR 91 Located three YOLAS near Mona Island and embarked 204 DOMREPS, in a daring nighttime rescue. Repatriated to La Romana DR. ESCAPE received the Meritorious Unit Commendation.

24 MAR 91 Coordinated search efforts for two people in water from a capsized fishing vessle off St Croix USVI Both POB rescued

20 MAY 91 Spotted single white flare east of Long Island BF. Investigated with

01 JUL 91	Began yard availability at Newport Offshore Ltd Shipyard, Newport, RI.
19 AUG 91	Hurricane BOB passed over ESCAPE while drydocked in Newport, RI.
11 SEP 91	Departed shipyard in Newport, RI.
03 OCT 91	Underway on patrol.
07 OCT 91	Rescued two Cubans adrift in a small raft off the Florida Keys.
15 OCT 91	Interdicted/escorted Cuban F/V with 23 POB enroute Miami from Cuba.
17 OCT 91	End of patrol.
18 NOV 91	Underway on patrol.
19 NOV 91	Medico with F/V Sylvia, crewman with large fishhook in his hand.
20 NOV 91	Loaded AMIO supplies in Miami, enroute Windward Passage to join most of the Atlantic Areas cutters in the interdiction of mass Haitian migration.
24 NOV 91	Interdicted two Haitian vessels with 240 POB in the Windward Passage.
25-30 NOV	Moored Guantanamo Bay Cuba with 240 migrants on board waiting for transfer of migrants to tent city.
07 DEC 91	Completed AMIO operations, which was the largest CG operation in over a decade. CG Rescued over 9,000 Haitians involving over 18 cutters.
13 DEC 91	End of patrol.
18 MAR 92	Underway on patrol.
20 MAR 92	Arranged medical attention for a crewmember on the S/V IONA, who had stricken his head.
29 MAR 92	Intercepted two Haitian S/V's with a total of 88 POB. Transferred personnel to DECISIVE.
03 APR 92	Interdicted two Haitian S/V's with a total of 84 POB. Turned migrants over to INS officials in GTMO, Bay.
10 APR 92	Returned to homeport.
27 APR 92	Departed for REFTRA.
15 May 92	Successfully completed REFTRA for the first time in ESCAPE history, with 95.6 shipwide average. ESCAPE received the damage control DC, seamanship E, operations E, engineering E, and operational readiness O. The ship was also authorized to wear the Coast Guard "E" ribbon.
17 MAY 92	Returned to homeport.
12 JUN 92	CDR Corrigan relieved CDR Embler as commanding officer. ESCAPE received the Humanitarian Service award and a Meritorious Unit Commendation for their efforts

15 JUN 92 Departed on patrol of the Bahamas, Windward Passage, Haiti, Jamaica, central Caribbean, Yucatan Channel, and Straits of Florida.

04 AUG 92 Returned to Charleston after 9,000nm.

07 SEP 92 Departed on patrol in the Yucatan Channel. Joint operations with the USN hydrofoils of PHMRON 2 Key West and HMS CARDIF.

21 OCT 92 Returned to Charleston after 7,099 nm.

09 DEC 92 Began patrol, participated in Operation Able Manner off coast of Haiti.

24 DEC 92 Towed M/V GENERAL (BF) to Great Inagua

25 DEC 92 Towed M/V CONCEPTIA (HA) to Great Inagua

31 JAN 93 End patrol, 8400nm, 7 SAR cases, 1 AMIO interdiction returning 102 Haitian immigrants to Port-au-Prince.

07 MAY 93 Began patrol, participated in Operation Able Manner off coast of Haiti.

10 JUN 93 End patrol, 5528nm, 4 SAR cases and 22 boardings in support of Op Able Manner.

06 JUL 93 Began patrol, participated in Operation Able Manner off coast of Haiti.

18 AUG 93 End patrol, 7170 nm, 1 SAR case and 15 boardings.

06 OCT 93 Began patrol, participated in Operation Able Manner and Operation Support Democracy.

12 OCT 93 Recovered an 80 pound bale of marijuana adrift and afloat off coast of Haiti. Destroyed at sea.

01 NOV 93 Shifted TACON to CJTG 120.1 for the boardings of the M/V POU-YO and the M/V MISS LUNA. M/V POU-YO diverted to Great Inagua for violation of UN sanctions.

10 NOV 93 End patrol, 6061 nm, 1 SAR case and 22 boardings.

05 JAN 94 Began patrol, participated in Operation Able Manner and Operation Support Democracy.

17 JAN 94 Towed M/V ALYOTUHEL (DR) to Manzanillo Bay, DR.

22 JAN 94 Towed M/V HYPPOCRITE (HO) to Gulf de la Gonave (HA).

26 JAN 94 Recovered 15 Cuban refugees from M/V VELDA (BH).

10 FEB 94 Recovered 2 Cuban refugees from F/V BLUE ANGEL (BH).

14 MAR 94 Began patrol, participated in Operation Vista, Able Manner, and Operation Support Democracy.

25 MAR 94 Arrived in Cartagena, CO to conduct training with the Colombian Coast Guard.

02 APR 94 Transited Panama Canal, began training with the Panamanian National Maritime Service (SMN).

09-12 APR Participated in Operation MONTUOSO in the Pacific Ocean with 3 SMN vessels. Attached SMN boarding team conducted 12 boardings and seized 3 F/V for illegal fishing.

14 APR 94 Transited Panama Canal.

25 APR 94 Recovered 7 Cuban migrants from M/V MISS JOLENE (BF).

27/28 APR Port call in Key West, FL.

30 APR 94 End patrol, 6580 nm, 3 SAR cases and 20 boardings.

25 MAY 94 CDR Marmol assumed command of ESCAPE.

04 JUN 94 Began patrol, participated in Operation Able Manner and Operation Support Democracy.

08 JUN 94 Diverted M/V STE PHILOMENE to a non-Haitian port for prohibited cargo under the UN embargo.

11 JUN 94 Diverted M/V FREDAN EXPRESS to a non-Haitian port for prohibited cargo under the UN embargo.

15 JUN 94 Interdicted 18' S/V MOULA (HA) with 11 undocumented Haitian migrants. ESCAPE takes migrants on board for the first time since JAN 93.

19 JUN 94 Interdicted 18 migrants on one S/V.

21 JUN 94 Interdicted 77 migrants on one S/V.

27 JUN 94 Interdicted 487 migrants on 8 S/V.

01 JUL 94 Interdicted 126 migrants on 4 S/V.

03 JUL 94 Interdicted 175 migrants on 6 S/V. One S/V capsized, throwing 26 migrants into the water. All lives were saved due to quick response by rescue swimmers.

04 JUL 94 Interdicted 166 migrants on 12 S/V.

05 JUN 94 Interdicted 95 migrants on 5 S/V. 397 migrants on deck, most at any one time for ESCAPE.

09 JUL 94 End patrol, 6000 nm, 39 SAR cases, 43 boardings, 1188 Haitians interdicted.

22 AUG 94 ESCAPE conducted recall of crew and got underway in response to the massive outflow of Cuban refugees.

26 AUG - 11 SEP Interdicted 34 migrant vessels with 371 migrants during Operation ABLE VIGIL. Received 478 migrants from other vessels for a total of 849

23 SEP 94 were embarked aboard ESCAPE.
ESCAPE dptd St Petersburg, FL for a
one-week fisheries patrol in the
Gulf of Mexico. During this time,
30 vessels were boarded, 9
violations issued.

05 OCT 94 ESCAPE dptd St Petersburg enroute
homeport. Returned to Charleston
on 7 OCT.

01 - 20 DEC Conducted dockside yard period at
Coast Guard Yard.

01 FEB 95 ESCAPE dptd homeport enroute GTMO
for REFTRA.

24 FEB 95 ESCAPE completed REFTRA with an
overall 97.5% average.

27 FEB - 3 MAR Mid-patrol break in Cozumel, Mex.
11 - 25 MAR Conducted Gulf of Mexico fisheries
patrol. Boarded 15 vessels, issued
violations for 12, and arrested one
fugitive crew member.

29 MAR 95 Returned to homeport from last
patrol.

12 MAY 95 Admiral Kramek, Commandant of the
Coast Guard, signed the orders
directing the decommissioning of
CGC ESCAPE.

29 JUN 95 ESCAPE decommissioned.

A LONG WAY OUT BUT WORTH IT

WITH THE SHIP'S CREW ALREADY ON LIBERTY FOR THE WEEKEND BEFORE A SCHEDULED PATROL, ESCAPE WAS CALLED BY SEVENTH DISTRICT (OIL) TO GET UNDERWAY AS SOON AS POSSIBLE. RECALLING MOST OF THE CREW, WE WERE UNDERWAY WITHIN 24 HOURS TO ENCOUNTER WHAT WE THOUGHT TO BE A NORMAL SEVENTH DISTRICT PATROL. DEPARTING OUR CHARLESTON, SC HOMEPORT, WE PROCEEDED EAST AS ORDERED. FIVE DAYS LATER, ON A FULL BELL, AFTER GIVING OUR MAIN ENGINES QUITE A WORKOUT, WE ARRIVED AT OUR DESIRED SEARCH AREA 1200 MILES DUE EAST OF CHARLESTON. EVERY DAY WE WONDERED WHAT WHAT WOULD BE ENCOUNTERED. WOULD WE GO HALF WAY ACROSS THE OCEAN TO FIND A 30FT SAILBOAT LOADED WITH 1000 LBS OF CONTRABAND, OR COULD IT BE A TUG TOWING A BARGE WITH SEVERAL HUNDRED THOUSAND POUNDS? MAYBE WE WOULDN'T FIND ANYTHING AT ALL. WE WERE BOUND AND DETERMINED TO MAKE SURE THAT DIDN'T HAPPEN. WE WEREN'T GOING BACK EMPTY HANDED.

WITH THE AID OF COAST GUARD AIRCRAFT FROM ELIZABETH CITY, A NORTHBOUND SHRIMPER WAS SIGHTED. MAINTAINING A COVERT STATUS, THE AVIATORS GUIDED US IN TILL WE PICKED UP THE VESSEL ON RADAR AND VISUALLY THE EVENING OF 7 MAY 86. ACTING ON ORDERS, WE REMAINED COVERT THROUGHOUT THE NIGHT, KEEPING DARKEN SHIP TO AVOID DETECTION. EARLY THE NEXT MORNING WE WERE ALLOWED TO CLOSE ON THE VESSEL TO CONDUCT A BOARDING. BY FIRST LIGHT WE HAD CLOSED TO 100 YARDS OFF THE VESSEL'S STERN. THE VESSEL APPEARED IN GOOD CONDITION AND FULLY RIGGED FOR SHRIMPING, BUT IT WAS OBVIOUS THE GEAR HAD NOT BEEN USED FOR SOME TIME. THE VESSEL'S NAME ON THE STERN, "CAPE BLANCO" AND HER HOMEPORT OF "MIAMI, FL" MADE US

REAL HAPPY. THIS MEANT NO LONG WAITING TO GET A STATEMENT OF NO OBJECTION TO BOARD A FOREIGN VESSEL. THEIR RADAR ANTENNA WAS TURNING, BUT THEY OBVIOUSLY WEREN'T PAYING IT ANY ATTENTION BECAUSE THEY NEVER REACTED TO OUR APPROACH.

WE MUST HAVE BEEN ALONGSIDE OF HIM FOR HALF AN HOUR BEFORE ONE OF THEIR CREWMEN STEPPED OUTSIDE THE PILOTHOUSE. HIS SHOCKED EXPRESSION WAS EVIDENT EVEN FROM OUR BRIDGE WING. I WISH I COULD HAVE HEARD WHAT WAS SAID WHEN HE RETURNED INSIDE HIS VESSEL. IN ANY CASE I KNOW THEY WERE NOT VERY HAPPY TO SEE US.

WE IDENTIFIED OURSELVES BY RADIO. THEY RESPONDED RIGHT AWAY. AFTER CONDUCTING QUESTIONING AND ENSURING THEY CLAIMED U.S. REGISTRY WE SAID THE ALL FAMILIAR WORDS, "STANDBY TO BE BOARDED". IT WAS GOING TO BE A GLOOMY DAY FOR THE CREW OF THE CAPE BLANCO. WEATHER CONDITIONS WERE SLOPPY, THE SKY WAS OVERCAST, SWELLS HAD INCREASED TO FIVE FEET, AND THE WIND WAS GUSTING OVER 20 KNOTS. THE CAPE BLANCO WAS NOT RIDING AS LOW AS OTHER DRUG LADEN VESSELS WE'VE ENCOUNTERED. HIS HIGH FREEBOARD AND THE CURRENT CONDITIONS MADE IT DIFFICULT TO GET ONBOARD BUT OUR SIX MAN BOARDING TEAM MADE IT SAFELY. WITHIN TEN MINUTES, THE WORD FROM THE BOARDING PARTY WAS, "THERE ARE BALES IN THE MAIN HOLD AND UP FORWARD." AFTER TESTING POSITIVE FOR MARIJUANA, THE VESSEL AND CACHE OF 44,000 POUNDS OF CONTRABAND WAS SEIZED. THE CREW OF SIX WAS ARRESTED.

THE EASY PART WAS DONE. NOW INVOLVED THE LONG, HARD TASK OF GETTING THE VESSEL BACK TO PORT. UNDER THE OPERATIONAL COMMAND OF ATLANTIC AREA WE WERE ORDERED TO PROCEED WEST. THE CAPE BLANCO REMAINED UNDERWAY ON IT'S OWN POWER MAKING 8 TO 9 KNOTS, BUT

WORSENING WEATHER CONDITIONS WOULD SLOW US DOWN SEVERAL DAYS LATER. AFTER HEADING WEST FOR 2 DAYS, WE WERE GIVEN ORDERS TO PROCEED TO NEW YORK CITY TO ALLOW ELIZABETH DOLE, THE SECRETARY OF TRANSPORTATION, AND VICE ADMIRAL YOST, THE ATLANTIC AREA COMMANDER, TO BOARD ESCAPE AND OUR SEIZURE. DAYS LATER WE FOUND OURSELVES IN THE MIDDLE OF A STATIONARY FRONT. THE BAROMETER HAD DROPPED ONE-HALF AN INCH IN TWO DAYS, THE SWELL WAVES ENCOUNTERED WERE NOW 20 TO 25 FEET, WINDS WERE GUSTING ABOVE 50 KNOTS, AND RAN SQUALLS CONTINUALLY REDUCED VISIBILITY TO ONE-HALF MILE. THE CUSTODY CREW WAS REALLY HAVING A WILD RIDE. THE CAPE BLANCO, STILL UNDER IT'S OWN POWER, WOULD DUCK IN AND OUT OF SIGHT AS SHE RODE THE WAVES.

WE WERE STILL MAKING 4 TO 5 KNOTS ADVANCE WHEN THE CAPE BLANCO CAME DEAD IN THE WATER. ESTABLISHING COMMUNICATIONS WITH THEM WAS UNSUCCESSFUL. LOWERING THE SMALL BOAT WAS OUT OF THE QUESTION. DECIDING TO ATTEMPT MANEUVERING CLOSE ENOUGH TO TALK USING THE LOUDHAILER, WE MADE AN APPROACH FROM WINDWARD PASSING WITHIN 100FT OF THE VESSEL. HEAVY WINDS KEPT US FROM HEARING THEIR PROBLEM. OUR NEXT ENDEAVOR WAS TO PASS A COMCO TIED TO A MAE WEST VEST USING A LINE THROWING GUN. ON OUR FIRST PASS THE WIND AND SHORT RANGE OF THE M-16 LINE THROWING GUN CAUSED US TO COME UP SHORT. THE SECOND PASS WAS MORE SUCCESSFUL. NOW WE ONLY HOPED THE RADIO SURVIVED THE DROP INTO THE OCEAN AND THE PULL OVER. SOON A FAMILIAR VOICE WAS COMING ACROSS THE RADIO. THE CASUALTY OCCURED WHEN THE FISHING VESSEL TOOK A WAVE OVER THE BOW, SHATTERING A PORTHOLE, SENDING GLASS AND WATER THROUGHOUT THE PILOTHOUSE AND ACROSS SN BROWN OF THE CUSTODY CREW. HE WAS FORTUNATE TO HAVE

SUFFERED ONLY MINOR CUTS AND ABRASIONS, BUT THE VESSEL WAS LESS FORTUNATE. ALL RADIOS WERE COMPLETELY SHORTED OUT BY THE WATER AND THE STEERING SYSTEM BECAME SLUGGISH IN RESPONDING. THE REST OF THAT DAY AND NIGHT WAS SPENT PROCEEDING AT A SLOW SPEED AND WAITING FOR THE WEATHER TO CALM.

THE NEXT DAY THE WEATHER HAD PRETTY WELL SUBSIDED. WE CONDUCTED BOAT OPERATIONS TO TRANSFER PERSONNEL AND SUPPLIES, THEN TOOK THE VESSEL IN TOW. BY THIS TIME WE WERE TOO FAR BEHIND OUR TRACKLINE TO MAKE NEW YORK AS SCHEDULED. THE SECRETARY OF TRANSPORTATION'S VISIT BECAME QUESTIONABLE.

ONE WEEK AFTER SEIZING THE CAPE BLANCO WE ARRIVED IN NEW YORK HARBOR, BEING ESCORTED IN BY THE CGC LINE, CGC HAWSER, CG SMALL BOAT, U.S. CUSTOMS BOAT, NYC POLICE BOAT, AND A HH-52 HELICOPTER. THE CGC PENOBSCOTT BAY ALSO PROVIDED PRESS COVERAGE CIRCLING US BEFORE ARRIVAL AT GOVERNORS ISLAND. THE PIER AT WAS SWARMING WITH SEVERAL HUNDRED PEOPLE; COAST GUARD PERSONNEL, PRESS, AND VICE ADMIRAL YOST. THIS WAS SO DIFFERENT FROM WHAT WE ENCOUNTER BRINGING A SEIZURE INTO KEY WEST. PROCESSING SEIZURES THERE IS SO ROUTINE THAT TWO AGENTS MEET US FOR TRANSFER WITHIN TEN MINUTES OF ARRIVAL.

UPON TYING UP, VICE ADMIRAL YOST BOARDED ESCAPE AND THE CAPE BLANCO TO HOLD A PRESS CONFERENCE AND CONGRATULATE US ON OUR SEIZURE. AFTER THE PRESS DEPARTED AND THE SEIZURE WAS TRANSFERRED WE CONCLUDED THE CASE BY PAINTING ANOTHER LEAF ON ESCAPE. NOW IT WAS TIME TO GO ON LIBERTY TO SEE ONE PORT I NEVER THOUGHT I'D VISIT BEING STATIONED ON A SEVENTH DISTRICT UNIT.


M.J. FIEBRANDT

9000

JUN 10 1987

From: Commandant
To: Chief of Naval Operations (OP-3)
Subj: CGC ESCAPE (WMEC-6) TOWING/SALVAGE EQUIPMENT
Ref: (a) SECNAV Washington, DC msg 231834Z Nov 80

1. The Coast Guard is currently operating the USCGC ESCAPE (WMEC-6), EX USS ZSCAPE (ARS-6), as a medium endurance cutter. This ship is on loan from the Navy inactive reserve fleet per reference (a). Under the terms of reference (a), the Coast Guard is required to maintain ESCAPE in a condition suitable for recall and re-use by the Navy, and to maintain all equipment related to ESCAPE's diving and salvage capability.
2. ESCAPE's recompression chamber was removed, as requested by enclosure (1), and transferred to COMNAVSURFLANT for installation at the Second Class Diving School, NAS Little Creek. Additional salvage equipments, with the exception of the towing machine, were removed and placed in storage as authorized by enclosure (2). A subsequent request by ESCAPE to remove the towing machine was denied because of the terms of reference (a).
3. ESCAPE's blisters (sponsons) were removed during a 1984 major availability because their deteriorated condition impaired stability. Approximately 150 tons of solid ballast was installed to restore ESCAPE to the stability condition it was in when received. In order to comply with with reference (a), we were preparing to replace the blisters and overhaul the towing machine during ESCAPE's October 87 yard availability.
4. However, ESCAPE's towing machine was removed by NAVSEA (Code 00C21D) on 9 January 1987. As per enclosures (3) and (4), removal was arranged between ESCAPE and NAVSEASYSKOM. Although the equipment was not in operating condition, this removal constitutes an unauthorized Shipalt. Without a towing machine, ESCAPE's salvage capability is reduced significantly.
5. Currently, without its blisters or a towing machine, ESCAPE is not in a condition suitable for recall and re-use by the Navy as a salvage vessel. ESCAPE is scheduled to be decommissioned and returned to the Navy first quarter FY90. Before we commence work to re-install ESCAPE's side blisters, I request you verify if ESCAPE is still a programmed mobilization asset and, if so, the required condition ESCAPE must be in when returned to the Navy.

K. A. LUCK
By direction

Encl: (1) CONSERVON EIGHT 011903Z JUN 82
(2) CNO WASHINGTON DC 121558Z APR 83
(3) NAVSEASYSKOM 232006Z DEC 86
(4) NAVSEASYSKOM 061955Z JAN 87

Copy to: COMLANTAREA (Ao)
CCCDSEVEN (o)
CO USCGC ESCAPE

Blind copy: G-ENE

6/9



COAST GUARD NEWS

Release No.: 002-89

Contact:

Date: 5 APR 89

Time of Release: 6:00 pm

THE COAST GUARD CUTTER ESCAPE WILL BE RETURNING TO HER HOMEPORT OF CHARLESTON THIS SUNDAY EVENING AFTER A FORTY-TWO DAY MARITIME LAW ENFORCEMENT PATROL. THE PATROL AREA ENCOMPASSED THE COASTS OF SOUTH CAROLINA, GEORGIA, FLORIDA AND THE CARIBBEAN SEA. THE MAJORITY OF HER TIME WAS SPENT INTERDICTING AND RETURNING ILLEGAL ECONOMIC MIGRANTS FROM THE COUNTRY OF HAITI. AS OF APRIL 3RD, ESCAPE HAD REPATRIATED 526 ALIENS TO THEIR NATIVE LAND DURING THIS SINGLE PATROL.

THE FIRST TWO GROUPS OF HAITIANS EMBARKED ONBOARD ESCAPE WERE FROM TWO SAILING VESSELS PREVIOUSLY PICKED UP BY THE COAST GUARD CUTTER DAUNTLESS HOMEPORTED IN MIAMI. OPERATIONAL COMMITMENTS PRECLUDED THE DAUNTLESS FROM MAKING THE TRIP TO PORT AU PRINCE TO REPATRIATE THE HAITIANS AND THE ESCAPE WAS CALLED ON TO RENDEZVOUS WITH THE DAUNTLESS TO EMBARK HER PASSENGERS FOR THEIR RETURN TO HAITI

AS ESCAPE AND DAUNTLESS HEADED TOWARDS THEIR RENDEZVOUS, THE ESCAPE WAS DIVERTED TO ASSIST THE HONDURAN FREIGHTER, M/V GENE EXPRESS, WHICH HAD RUN AGROUND AND WAS TAKING ON WATER IN THE OLD BAHAMA CHANNEL. WITH ASSISTANCE FROM THE CREW OF THE USS BRISCO. WHO ALSO RESPONDED TO THE CALL, THE ESCAPE'S CREW DEWATERED AND REPAIRED THE VESSEL. THE USS BRISCO ESCORTED THE DAMAGED HONDURAN VESSEL TO A NEARBY PORT WHILE ESCAPE CONTINUED TOWARDS HER RENDEZVOUS WITH THE DAUNTLESS.

ESCAPE AND DAUNTLESS FINALLY MET IN THE OLD BAHAMA CHANNEL ON MARCH 8TH AND COMPLETED THE TRANSFER OF THE 116 ALIENS, TWO AGENTS FROM THE U.S. IMMIGRATION AND NATURALIZATION SERVICE WERE ALSO EMBARKED TO INTERVIEW THE ALIENS AND DETERMINE THEIR IMMIGRATION STATUS. DURING THE TRIP TO HAITI, THE INS AGENTS DETERMINED THAT ALL 116 HAITIANS WERE ECONOMIC MIGRANTS AND WERE INELIGIBLE FOR ENTRY INTO THE U.S. ON MARCH 10TH, ESCAPE ARRIVED IN PORT AU PRINCE, HAITI AND COMPLETED THE REPATRIATION PROCESS. ESCAPE THEN RETURNED TO HER LAW ENFORCEMENT PATROL, CONDUCTING SEVERAL BOARDING OF U.S. AND FOREIGN VESSELS IN SEARCH OF CONTRABAND.

ON MARCH 16TH, ESCAPE WAS ENROUTE FT LAUDERDALE, FLORIDA FOR A TWO DAY MID-PATROL PORT CALL WHEN A COAST GUARD AIRCRAFT SIGHTED TWO MORE SAILBOATS IN THE OLD BAHAMA CHANNEL WITH A TOTAL OF 291 HAITIANS ONBOARD. ESCAPE WAS DIVERTED FROM HER PORT CALL TO ASSIST. WHILE ENROUTE, THE COAST GUARD CUTTER PETREL, FROM KEY WEST, FLORIDA, INTERCEPTED THE SAILBOATS AND EMBARKED THE 291 HAITIANS. THE PETREL A 110 FT CUTTER, WAS NOW HEAVILY LOADED AND QUICKLY TRANSFERRED HER 291 PASSENGERS TO ESCAPE. AFTER EMBARKING TWO MORE INS AGENTS ESCAPE WAS ONCE AGAIN ON HER WAY TO PORT AU PRINCE, HAITI. SHE ARRIVED THERE MARCH 19TH AND AFTER COMPLETING THE REPATRIATION PROCESS, HEADED FOR FORT LAUDERDALE ONCE AGAIN.



COAST GUARD NEWS

Release No.: 002-89

Contact:

Date: 5 APR 89

Time of Release: 6:00 PM

ESCAPE ARRIVED IN FORT LAUDERDALE ON MARCH 24TH BUT NO SOONER HAD SHE MOORED THAN WORD WAS RECEIVED THAT ANOTHER HAITIAN VESSEL WAS WITHIN 3.5 MILES OF THE COAST OF HOLLYWOOD FLORIDA. SIX HOURS LATER, AFTER A QUICK REPLENISHMENT OF FOOD AND WATER, ESCAPE WAS UNDERWAY AGAIN TO INTERCEPT THE BOAT LOAD OF HAITIANS.

SHE QUICKLY INTERDICTIONED THE S/V DIEU QUI DONNE WITH 99 HAITIANS ONBOARD AND BEGAN, ONCE AGAIN, THE VOYAGE TO PORT AU PRINCE, HAITI. ON MARCH 25TH, ESCAPE LOOKOUTS SPOTTED YET ANOTHER HAITIAN SAILBOAT, THE S/V KAN SELITA, WITH 88 PASSENGERS ONBOARD. THE ESCAPE'S BOARDING TEAM, ALONG WITH TWO INS AGENTS, ATTEMPTED FOR SEVERAL HOURS TO PERSUADE THE VESSEL TO STOP WITH NEGATIVE RESULTS. THE ALIENS ONBOARD REFUSED TO RETURN TO HAITI AND THREATENED TO THROW THEIR INFANTS INTO THE SEA IF PHYSICAL FORCE WAS USED TO REMOVE THEM FROM THEIR VESSEL. WITH THE APPROACH OF SUNSET AND AFTER AN EXHAUSTING DAY OF INTENSE NEGOTIATIONS WITH THE S/V KAN SELITA THE ESCAPE BROKE OFF DISCUSSIONS AND FOLLOWED THE VESSEL AT CLOSE RANGE THROUGHOUT THE NIGHT INTENDING TO CONTINUE NEGOTIATIONS IN THE MORNING.

DURING THE NEGOTIATION PERIOD, ANOTHER SAILING VESSEL WAS SIGHTED IN THE VICINITY AND HER 79 PASSENGERS WERE EMBARKED BY ANOTHER KEY WEST CUTTER, THE CGC SEAHAWK. ALL 79 WERE EVENTUALLY TRANSFERRED TO THE ESCAPE FOR THE RETURN TRIP TO HAITI WITHOUT INCIDENT.

AS MORNING BROKE, THE NUMBER OF COAST GUARD CUTTERS NOW INVOLVED WITH THE ALIEN MIGRANT INTERDICTION OF THE S/V KAN SELITA WAS FIVE. CGC ESCAPE WAS DESIGNATED THE "ON SCENE COMMANDER" WITH CGC'S CONFIDENCE, STEADFAST, SEA HAWK, AND CAPE YORK ASSISTING. THE INS AGENTS BEGAN THEIR ATTEMPTS TO PERSUADE THE HAITIANS ONBOARD S/V KAN SELITA TO STOP - AGAIN WITH NO RESULTS. WITH THE HAITIANS NEARING FLORIDA IT WAS EVIDENT NEGOTIATIONS ALONE WERE NOT WORKING. THE DECISION WAS MADE TO PHYSICALLY STOP THE VESSEL. A SMALL BOAT FROM BOTH THE ESCAPE AND THE STEADFAST WERE SUCCESSFUL IN DISABLING THE S/V KAN SELITA AND BEGAN TOWING THE BOAT EASTWARD AWAY FROM THE FLORIDA COAST. A HAITIAN FEMALE JUMPED OVERBOARD BUT WAS QUICKLY RECOVERED UNHARMED AT THIS POINT, THE HAITIANS RELUCTANTLY AGREED TO BOARD THE STEADFAST BUT FUSED TO BOARD THE ESCAPE DUE TO THE 180 ALIENS ALREADY ONBOARD. UPON THE

CONCLUSION OF THE S/V KAN SELITA INCIDENT, ESCAPE RECEIVED A MSG FROM RADM DANIELL, COMMANDER, SEVENTH COAST GUARD DISTRICT COMMENDING THE CREW FOR THEIR PERFORMANCE. IN PART THE MSG READ, "YOUR EXPERT AND WELL-THOUGHT OUT RESPONSE TO THIS POTENTIALLY DISASTROUS INCIDENT IS CLEARLY INDICATIVE OF YOUR PROFESSIONAL COMPETENCE AND EXEMPLIFIES THE HIGHEST STANDARDS OF PERFORMANCE OF COAST GUARD MISSIONS."



COAST GUARD NEWS

Release No.: 002-89
 Contact:

Date: 5 APR 89
 Time of Release: 6:00 PM

UPON ESCAPE'S ARRIVAL TO THE NOW FAMILIAR CAPITAL OF HAITI, THE 180 HAITIAN MIGRANTS ONBOARD WERE REPATRIATED. ESCAPE THEN HEADED FOR OCHO RIOS, JAMAICA TO SPEND HER LONG-AWAITED MID-PATROL BREAK. WITHOUT FURTHER DIVERSIONS THE CREW ENJOYED 48 HOURS OF SUN AND RELAXATION, BEFORE SHE WAS UNDERWAY AGAIN ON APRIL 2ND. THE ESCAPE IS SCHEDULED TO ARRIVE CHARLESTON NAVAL STATION THE EVENING OF APRIL 9TH AFTER A VERY CHALLENGING AND SUCCESSFUL PATROL.

IN ADDITION, A FEW OF ESCAPE'S CREWMEMBERS HAD REMAINED IN CHARLESTON FOR A PORTION OF THE PATROL TO TESTIFY IN COURT ON THE ARREST OF THE 8 COLUMBIANS ONBOARD THE F/V MR. TED. MR. TED HAD BEEN SEIZED 100NM OFF THE CHARLESTON COAST ON DECEMBER 6, 1988 WITH APPROX. 17,000 LBS. OF MARIJUANA ONBOARD. CGC ESCAPE WAS ALSO "ON SCENE COMMANDER" DURING THAT INCIDENT IN WHICH HER BOARDING PARTY MADE THE SEIZURE AND ARREST BEFORE TURNING THE CASE OVER TO GROUP CHARLESTON FOR CUSTODY.

VIDEO FOOTAGE OF ESCAPE AMIO ACTIVITIES WILL BE AVAILABLE UPON OUR RETURN H/P.

TUESDAY, 13 FEBRUARY 1990

CUTTER ESCAPE ESCORTS M/V CARLSBERG (HO) TO RENDEZVOUS WITH HAITIAN LE AUTHORITIES

Thursday morning, (08 February), Cutter ESCAPE departed Haitian waters after escorting the 194-foot Honduran M/V CARLSBERG to a rendezvous with Haitian authorities in the port of Petit Goave, HA.

On Monday afternoon, (05 February), north of Hispaniola, ESCAPE conducted a consensual boarding of the vessel, which had departed the Canary Islands, enroute Haiti with a final destination of Miami, FL. The master appeared nervous and ordered the boarding team off the vessel as it examined the cargo hold area. Based on the boarding teams observations, a PD-27 was conducted and the Honduran Government confirmed registry and granted authority for the Coast Guard to conduct a boarding and search of the vessel.

COMDT issued a SNO to reboard and search the vessel for contraband. ESCAPE's boarding party conducted the second boarding with negative results and remained onboard until the vessel's arrival in Petit Goave after determining the vessel was violating Haitian importation laws.

> Posit: Petit Goave, HA

> Complex case. Boarding Team moved over 3,000 pounds of cargo to access suspected hidden compartments. CGLO Port-Au-Prince reports Haitian law requires cargoes such as this (flour & sugar) to enter Port-Au-Prince. If cargo is delivered outside of Port-Au-Prince, it is usually intended for the black market and the HA Navy or LE authorities routinely receive their "cut" from the delivery.

> Briefed 09 Feb 90. JTF/jly

FRIDAY, 09 FEBRUARY 1990

ESCAPE ESCORTS M V CARLSBERG(HO) TO RENDEZVOUS WITH HAITIAN
AUTHORITIES

Yesterday morning, (08 Feb), Cutter ESCAPE departed Haitian waters after escorting the 194-foot Honduran M V CARLSBERG to a rendezvous with Haitian authorities in the port of Petit Goave, HA. On Monday afternoon, (05 Feb), ESCAPE conducted a consensual boarding of the vessel which had departed the Canary Islands, *New Nariac Bank North of Hispanolia.* enroute Haiti, and ultimately Miami. The master appeared nervous and ordered the boarding team off the vessel as it examined the cargo hold area. Based on these events and on intelligence which indicated the vessel may be smuggling hashish, a PD-27 was conducted and the Honduran Government approached confirming registry and granted authority for the Coast Guard to take action to hold the vessel and crew for further action by the Honduran Government if contraband was discovered on board. COMDT issued an SNO to reboard and search the vessel for contraband. ESCAPE's boarding party conducted the second boarding with negative results and remained onboard until its arrival in Petit Goave after determining the vessel was violating Haitian importation laws.

Posit: Petit Goave, HA

Complex case. Boarding Team moved over 3,000 pounds of cargo to access suspected hidden compartments. CGLO Port Au-Prince reports Haitian law requires cargoes such as this (flour & sugar) to enter Port Au-Prince. If cargo delivered outside of Port Au-Prince, it is usually intended for the black market and the HA Navy or LE authorities routinely receive their "cut" from the delivery.

Not briefed before. JTF

AS HE CLIMBED ABOARD THE CUTTER.
THE ESCAPE IS HOMEPORTED AT THE CHARLESTON NAVY BASE PIER TANGO.
3. PENDING APPROVAL, REQ D7(DPA) FAX PARA 2 TO THE FOLLOWING
MEDIA OFFICES AND VERIFY RECEIPT AT THEIR RESPECTIVE COMMERCIAL
TELEPHONE NUMBERS.

- A. CHARLESTON NEWS AND COURIER
ATTN : MR. TERRY JOYCE
FAX: 1-803-577-7111, REQ. EXT. 540
VERIFY: 1-803-577-7111
- B. CAROLINA NEWS NETWORK
ATTN: CAROLYN POWELL
FAX: 1-803-799-9637
VERIFY: 1-800-922-2700
- C. ASSOCIATED PRESS COLUMBIA
ATTN: EVA PARZIALE
FAX: 1-803-252-2913
VERIFY: 1-803-799-5510
- D. ASSOCIATED PRESS CHARLESTON
ATTN: BRUCE SMITH
FAX: 1-803-723-2058
VERIFY: 1-803-722-1660
- E. COASTAL TIMES
ATTN: JAMES CLYBURN
FAX: 1-803-724-3500
VERIFY: 1-803-723-5318

BT
#0362

700: 1017302 / NNN / 10M4 / ER

NNNN
K

APRIL - MAY 92

YUP OK

The Coast Guard Cutter ESCAPE recently returned from a three week training deployment after an impressive performance at Refresher Training conducted by Fleet Training Unit Little Creek, Virginia. Commander Coast Guard Atlantic Area in New York, NY, has authorized ESCAPE to display excellence awards in Damage Control, Engineering, Operations, and Seamanship. The superb performance of the forty-eight year old Coast Guard Cutter resulted in ESCAPE being awarded an overall "Outstanding" in Operational Readiness. The crewmembers of ESCAPE have been awarded the Coast Guard "E" ribbon in recognition of their efforts. ESCAPE's performance is quite an achievement considering this is the first time the Charleston based cutter has successfully completed Refresher Training since it was transferred to the Coast Guard fleet in 1981.

Ensign Peter D. Gassan
12 AUG 1992

To Whom it may concern:

This is a brief summary of USCGC ESCAPE's summer patrol in the Caribbean. We would appreciate it if you could release this to the public. If you have any questions, you can contact me at (803) 743-2003 and ask for the Public Affairs Officer. Thankyou.

The Coast Guard Cutter ESCAPE recently returned from a seven week patrol in the Caribbean under the new command of Commander R. K. Corrigan. The forty-eight year old Coast Guard Cutter was involved in law enforcement boardings, migrant interdiction, search and rescue, and drug enforcement.

The ESCAPE was involved with six search and rescue incidents. One of the search and rescue incidents required towing, and three involved radio relay assistance.

An overloaded forty foot sailing vessel was found with one hundred and eight Haitians. The safety of these Haitians was in great jeopardy due to the state of their vessel and supplies. Medical care and food was provided by the ESCAPE before the Haitians were transported to the Haitian and Red Cross authorities in Port Au Prince.

A twelve foot row boat, with five Cubans refugees, were recovered between Cuba and Florida. The row boat was spotted on the horizon and as the ESCAPE got closer it was obvious that the boat was very small and overloaded. Provisions on the Cuban boat were not adequate for a voyage between Cuba and Florida, but they did have a compass. The small boat would not have been seen if it were not for the alertness and watchful eye of the Lookout, Seaman M. O'Brien. A Cuban woman and her son were fleeing Cuba

to reunite with her husband. The husband, Ricardo Sergio Boza Rodrigues, was arrested by Cuban authorities last year for alleged political reasons. While awaiting his trial, he escaped in a small boat and was rescued by the ESCAPE in October of 1991. One of his statements made while on board the ESCAPE was that he hoped to see his family again. Amazingly, the ESCAPE picked up the wife and son of Ricardo Rodrigues to finally reunite this family.

The rest of the patrol consisted of a few law enforcement boardings, a drug enforcement operation, and a port call at Nassau, Bahamas.

Ensign Peter D. Gassan
Public Affairs Officer
31 JAN 1993

To Whom it may concern:

This is a summary of USCGC ESCAPE's past patrol in the Carribean. Operation "ABLE MANNER" was our primary mission during this patrol. If you have any questions, you can contact me at (803) 743-2003 and ask for the Commanding Officer or the Public Affairs Officer. Thankyou.

The Coast Guard Cutter ESCAPE recently returned from a seven week patrol in the Caribbean under the command of Commander R. K. Corrigan. The forty-eight year old Coast Guard Cutter was involved in law enforcement boardings, migrant interdiction, and search and rescue. Operation "ABLE MANNER" was the primary mission of the ESCAPE.

The ESCAPE was involved with eight search and rescue incidents. Three of the search and rescue incidents required towing, two vessels required repairs, two were escorted to a safe port, and one overcrowded Haitian sail boat was saved.

An overloaded forty foot sailing vessel was found with one hundred and two Haitians on the 14th of January. Due to trained initiative and seamanship of the boarding officer, Lieutenant Junior Grade Steven D. Olson, and the assistant boarding officer, Petty officer Thomas H. Jarboe, the whole evolution occured without any mishap. The entire crew pulled together to make the evolution occur quickly and safely. The safety of these Haitians was in great jeopardy due to the state of their vessel, weather conditions, and supplies. Medical care and food was provided by the ESCAPE before the Haitians were repatriated to the Haitian and Red Cross authorities in Port Au Prince on the 15th of January.

Two Dominican Republic fishing vessels needed assistance in repairing their rudder and engine. The ESCAPE repaired these problems so that they could get back home.

Three ships had to be towed to safe ports. Engine problems and a fire was the cause of these vessels being denied control. Shallow water, rough seas, and fatigue made these night operations very dangerous for the crew. Professional skills, training, and attitudes of the crew made these dangerous incidents occur without any problems.

The rest of the patrol consisted of many law enforcement boardings and a port call in the Dominican Republic.

ESCAPE RETURNS FROM MIGRANT INTERDICTION MISSION

ESCAPE returned to Charleston Friday, after an eventful patrol. ESCAPE departed Charleston on November 18, intending to do a law enforcement patrol in the Caribbean. Even before Charleston was out of eyesight the ESCAPE's patrol area had been changed. The ESCAPE was tasked to patrol in the Windward Passage and help stabilize the growing Haitian migration.

After a brief stop in Miami for supplies, ESCAPE arrived in the Windward Passage and began patrolling off the northern claw of Haiti. After a few days of patrolling the ESCAPE's lookout spotted a small sailboat on the horizon which was obviously overloaded. As soon as ESCAPE was alongside the Haitian sailing vessel, the lookout reported two more sailing vessels coming over the horizon. The Cutter Tampa was in the area and they tried to tend to the two new vessels while ESCAPE responded to the first.

As soon as ESCAPE approached the forty foot sailing vessel, they dropped their sail apparently eager for rescue. The vessel was riding low in the water and was being tossed heavily by the building seas. The cutter launched its small boats and had all hands prepare for a possible mass man overboard should the sailing vessel capsize. The Haitians were informed that we would take them aboard our cutter and they would be allowed to talk to a United States official (INS) before any decision about their status would be made. During the transfer process the sailboat began to take on water and the Haitians still on the sailboat

began to get restless. Transferring the migrants as fast yet as safe as possible took three hours. Once on board ESCAPE they were all given blankets, food, and medical attention. Shortly after all 126 migrants were on board we saw our first smiles as the Haitians were glad to be alive.

After completing the first rescue, ESCAPE was directed to rescue one of the other sailboats they had spotted earlier. As before, ESCAPE launched both its small boats and prepared for a mass man overboard. This vessel was also riding low and taking on water. They began to get uneasy as their sailboat was taking on water and were fighting over who would come to our ship first. The boarding officers maintained firm control and assured them that we would rescue all of them. It took close to four hours to safely transfer all 114 migrants.

After embarking all the migrants the ESCAPE was directed to proceed to Guantanamo Bay, Cuba. While enroute Guantanamo Bay, Cuba the Haitians began singing and praying. One Haitian stated that the song they were singing was, "He is Coming", meaning the lord. He stated that the police would not allow them to sing this song in Haiti because the police interpreted it to mean that "Aristide is Coming."

Once inport Guantanamo Bay we realized how big of an operation we were in. There were six cutters and one Navy LSD all filled with migrants. While inport we continued to care for the migrants needs. They were fed three meals a day and provided water for showers and to wash clothes. After six days in Guantanamo Bay, the Migrants were transferred to facilities

ashore to await INS questioning. The Haitians thanked us for saving their lives and waved good-bye as they departed.

The next day the ESCAPE was underway again searching for more migrants off the coast of Haiti. We do not know whether it was the heavy weather or the Haitians deciding to stick it out in their own country that cut the massive exodus of Haitians. ESCAPE searched diligently for a week and a half and never spotted another Haitian sailing vessel.

Shortly thereafter, ESCAPE was released from their duties and began their transit to homeport. ESCAPE departed the Windward Passage after participating in one of the largest Coast Guard operations in recent history. ESCAPE was part of an Operation that involved over 15 cutters and rescued more than 7,000 Haitians. After rescuing 240 Haitians from certain death the crewmembers of ESCAPE are proud of a job well done and glad to be home for the holidays.

Kirk W. Kinder
Public Affairs Assistant
22 JUN 93

To whom it may concern:

This is a summary of USCGC ESCAPE's past patrol in the Carribean. Operation "ABLE MANNER" was our primary mission during this patrol. If you have any questions, you can contact me at (803) 743-2003 and ask for the Commanding Officer or the Public Affairs Officer. Thankyou.

The Coast Guard Cutter ESCAPE recently returned from a four week patrol in the Carribean under the command of Commander R. K. Corrigan. The forty-eight year old Coast Guard Cutter was involved in law enforcement boardings, migrant interdiction, and search and rescue. Operation "ABLE MANNER" was the primary mission of the ESCAPE.

The ESCAPE was involved with four search and rescue cases. In two of the cases, the vessels required towing, one vessel was escorted to calmer seas, and one case was to MEDEVAC an injured ESCAPE crew member.

One of the tows involved a French sailing vessel with fuel problems and the other tow was a Haitian vessel that suffered from engine and transmission problems. The ESCAPE safely towed both vessels to Matthewtown, Great Inagua, Bahamas.

The ESCAPE also escorted a U.S. sailing vessel that lost one of its masts. The ESCAPE provided a lee for the ailing vessel that was having difficulty making way through eight foot seas until it was around the eastern end of Cuba. From there, the sailing vessel continued its voyage in calmer seas to Miami.

Along with these cases, the ESCAPE conducted a MEDAVAC for an injured crew member. The injured crew member rejoined the ESCAPE after receiving a clean bill of health from a military doctor in Miami.

The rest of the patrol consisted of several law enforcement boardings and a port call in Ocho Rios, Jamaica.

DECOMMISSIONING CEREMONY

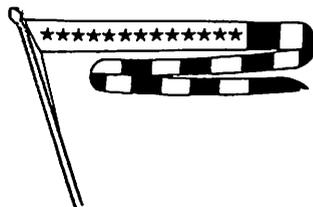


USCGC ESCAPE (WMEC 6)

29 June 1995

Charleston, South Carolina

The Decommissioning Tradition



Central to today's ceremony is the striking (hauling down) of the commission pennant. The pennant, visible on the aft mast, identifies a commissioned Coast Guard vessel.

The commission pennant is a reduced version of the "pennon" used by noble families in the Middle Ages, on which was emblazoned the arms of the bearer. These streamers were flown on board ships on which the owners were embarked. Today the pennant represents the personal insignia of the officer appointed to command the ship.

The commission pennant, along with the Coast Guard ensign, was established by Congress in 1799 to distinguish ships of the Revenue Marine. Both bear 16 stripes representing the states in the Union at that time. The pennant also carries 13 stars, representing each of the original colonies.

The ship's company departing for the final time, ringing of the ship's bell and lowering of the colors will mark an end to USCGC ESCAPE's 51 years of seagoing service in the Navy and Coast Guard.

Program

** Official Party Arrives*

** The National Anthem*
Charleston Navy Band

** Invocation*
Chaplain Ted M. Fanning
Lieutenant, U. S. Coast Guard

Guest Speaker
Vice Admiral James M. Loy
Commander, Atlantic Area and
Commander, U. S. Maritime Defense Zone Atlantic

Remarks and Reading of Decommissioning Orders
Commander Edmund Marmol, U. S. Coast Guard

Securing the Watch

Presentation of Commission Pennant
Chief Quartermaster James J. McHugh
Command Enlisted Advisor

** Benediction*
Chaplain Ted M. Fanning
Lieutenant, U. S. Coast Guard

** Official Party Departs*

* Guests please stand



VICE ADMIRAL JAMES M. LOY

Commander, Atlantic Area and
Commander, U. S. Maritime Defense Zone Atlantic

Vice Admiral James M. Loy assumed the duties as Commander, Atlantic Area and Commander, U. S. Maritime Defense Zone Atlantic in June 1994. His last assignment was Chief, Office of Personnel and Training at Coast Guard Headquarters, Washington D. C.

Admiral Loy is a distinguished graduate of the Industrial College of the Armed Forces and has earned Master's degrees from Wesleyan University and the University of Rhode Island.

Admiral Loy's background includes assignments as Commander, Eighth Coast Guard District, New Orleans, Louisiana; Chief, Operations Division, Atlantic Area; Executive Assistant to the Commandant, Admiral Paul A. Yost; Commanding Officer of the CGC POINT LOMAS in Vietnam; instructor at the Coast Guard Academy; Chief of the Officer Candidate School; and Commanding Officer of the CGC VALIANT and CGC MIDGETT.

His decorations include two Coast Guard Distinguished Service Medals, the Defense Superior Service Medal, two Legion of Merit Awards, the Bronze Star with Combat "V", the Meritorious Service Medal, five Coast Guard Commendation Medals, the Coast Guard Achievement Medal and the Combat Action Ribbon along with unit and campaign awards.

Admiral Loy and his wife, the former Kay McGirk, are natives of Altoona, Pennsylvania. They have two children: Kelly Loy Morf of Somerville, New Jersey, a graduate of Virginia Tech employed at Rutgers University; and Michael, a graduate of the University of Tennessee and Coast Guard Officer Candidate School, currently serving as Executive Officer on the CGC NANTUCKET homeported in Key West, Florida.



COMMANDER EDMUND MARMOL

Commanding Officer, USCGC ESCAPE

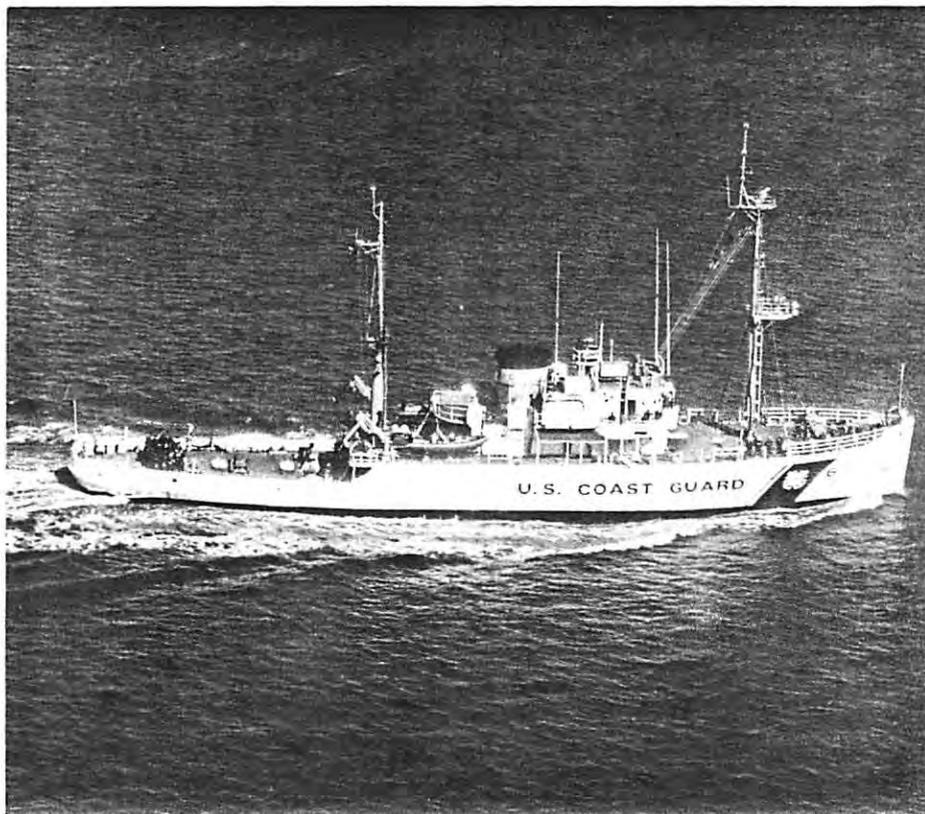
Commander Edmund Marmol assumed command of USCGC ESCAPE in May 1994. A native of Virginia, Commander Marmol graduated from the U.S. Coast Guard Academy in 1977. His first assignment was as First Lieutenant on USCGC ACUSHNET in Gulfport, MS. Other afloat assignments include a tour as Operations Officer on USCGC POLAR SEA in Seattle, WA and as Executive Officer on USCGC VENTUROUS in Long Beach, CA. Assignments ashore include command of LORAN Station Biorca Island near Sitka, AK, an assignment as a search and rescue controller at the Joint Rescue Coordination Center on Guam, returning to Guam several years later as the Deputy Section Commander, Marianas Section.

Staff assignments include a tour in Buffalo, NY as Director of Auxiliary, Eastern Region, Ninth Coast Guard District. Commander Marmol's last shore assignment was in Cleveland, OH as planning officer for the Coast Guard's three air deployable Port Security Units. Commander Marmol's next assignment is as Commanding Officer, USCGC ALERT, a 210 foot medium endurance cutter homeported in Astoria, OR.

Commander Marmol's principal awards include four Coast Guard Commendation Medals with Operational Distinguishing Device, the Coast Guard Achievement Medal with Operational Distinguishing Device, two National Defense Service Medals, two Humanitarian Service Medals, two Arctic Service Medals, the Antarctic Service Medal, the Expert Pistol Medal, one Unit Commendation, four Meritorious Unit Commendations, and two Special Operations Service awards.

Commander Marmol is married to Dr. Kathryn Van Alstyne, Assistant Professor of Biology, Kenyon College, OH.

USCGC ESCAPE (WMEC 6)



BUILT BY: Basalt Rock Co., Napa, California
COMMISSIONED: November 20, 1943 (USN)
March 14, 1981 (USCG)
LENGTH: 213' 6"
BEAM: 39'
DISPLACEMENT: 1745 Tons
ENGINES: Four Caterpillar D-399
1000 Horsepower each
Twin Screw, Diesel Electric
SPEED: 15.5 knots
RANGE: 9000 miles at 15 knots

Commanding Officers of USCGC ESCAPE (WMEC 6) 1980-1995

CAPT W. Y. CLARK	1980 - 1984
CAPT R. T. GLYNN	1984 - 1986
CAPT J. T. CLARKE	1986 - 1988
CAPT W. T. HORAN	1988 - 1990
CDR J. V. EMBLER	1990 - 1992
CAPT(sel) R. K. CORRIGAN	1992 - 1994
CDR E. MARMOL	1994 - Present

Ranks shown are highest attained.

History of ESCAPE

USCGC ESCAPE, the oldest medium endurance cutter in the Atlantic Area, was born of necessity. ESCAPE was first commissioned in 1943 as a U.S. Navy rescue and salvage ship (ARS). Navy accomplishments include support of Project Mercury, the first U. S. manned space effort, and salvage work during the Suez Canal clearance project. In 1978, USS ESCAPE was decommissioned from the Navy after several decades of faithful service to the fleet. In 1980, the Cuban boatlift, coupled with an upswing in the illicit drug trade in the southeast United States, highlighted the need for additional Coast Guard law enforcement resources.

ESCAPE was moved to the Coast Guard Support Center in Portsmouth, Virginia, from the U.S. Navy reserve fleet at Norfolk, VA, for activation as a medium endurance cutter. In January 1981, key members of ESCAPE's first Coast Guard crew arrived and undertook the monumental task of rapidly placing a former Navy rescue and salvage ship into Coast Guard service. On March 14, 1981, after weeks of feverish round the clock preparation, ESCAPE was commissioned a Coast Guard cutter and given a new lease on life. The swift action of ESCAPE's commissioning crew exemplified the true meaning of the Coast Guard motto: *Semper Paratus* (always ready).

USCGC ESCAPE's missions included defense operations, search and rescue, enforcement of laws and treaties, and alien migration interdiction operations. Since commissioning in the Coast Guard, ESCAPE has been distinguished as a highly capable and versatile resource. ESCAPE single-handedly rescued and seized numerous drug laden vessels which were bound for the United States with their destructive cargo. On December 6, 1988, ESCAPE seized the Colombian motor vessel MR. TED, 100 miles off the coast of Charleston, with over 18 tons of marijuana on board. On occasion, ESCAPE worked jointly with U.S. naval forces in counter-narcotics operations. In October 1992, ESCAPE had tactical control of the USS Gemini when the U.S. Navy hydrofoil seized 515 kilograms, or over 1100 pounds, of cocaine aboard the U.S. flagged pleasure craft OJALA.

More recently, ESCAPE has been working alongside other Coast Guard cutters and aircraft in support of Operation Able Manner off the coast of Haiti. This was a humanitarian mission intended to rescue Haitian migrants found at sea and return them to their homeland. Most migrants were found aboard grossly overloaded, unseaworthy vessels and required immediate assistance. During the single month of March 1989, ESCAPE returned 586 Haitian migrants to their native land. ESCAPE was also on scene during the mass migration of June and July of 1994. In a 3 week period, ESCAPE rescued 1193 Haitians on 39 vessels. At one point, ESCAPE had 397 migrants on deck. While conducting this mission, ESCAPE also participated in Operation Support Democracy. This operation enforced the U.S. and United Nations embargoes on Haiti and involved naval forces from the U.S., England, France, and Canada.

ESCAPE also participated in Operation Able Vigil, rescuing Cuban migrants during their mass exodus in August and September of 1994. During this time, ESCAPE rescued 33 Cuban rafts with 844 migrants.

Because of unusually large fuel capacity, ESCAPE has proven invaluable in an on scene support role. In the mid 1980s, the Coast Guard bolstered its arsenal of drug interdiction hardware with the acquisition of many 110-foot patrol boats. These high speed vessels are extremely effective, but for maximum utilization require at sea replenishment by ships such as ESCAPE.

In addition to the law enforcement activities noted above, ESCAPE also routinely inspected U.S. vessels at sea to ensure compliance with all applicable U.S. maritime laws and regulations.

As expected, search and rescue (SAR) was also a primary mission for ESCAPE. Since ESCAPE routinely patrolled in the broad expanse of ocean between the Carolinas and the Caribbean, it was often the only cutter in position to offer timely assistance. Mariners frequently expressed relief upon finding Coast Guard presence in distant waters.

ESCAPE's operating schedule called for 185 days away from homeport each year. This translated into a patrol cycle of five to six weeks at sea followed by a similar period in port. During each patrol, port calls for provisioning and crew rest were usually scheduled. Many interesting ports have been visited during these breaks, including Key West, Miami, Fort Lauderdale, Montego Bay, Nassau, and St. Thomas. Other port calls included Puerto Plata, Dominican Republic, Ocho Rios, Jamaica and Cozumel, Mexico.

After USCGC ESCAPE (ex ARS 6) is decommissioned, its two sister ships, USCGC ACUSHNET (ex ARS 9) and USCGC YOCONA (ex ARS 26) will be the only rescue and salvage hulls in active Coast Guard service. It is interesting to note that ESCAPE is the only one of these cutters to retain its original name and hull number. November 20, 1993, marked ESCAPE's 50th anniversary of sea service. This special day was celebrated by an open house weekend in homeport, and many came to visit the "Workhorse of the Atlantic".

The name ESCAPE was particularly appropriate for a Coast Guard cutter in light of the traditional search and rescue mission. However, it must have cast a bit of irony for prisoners who were frequently arrested and brought aboard for violation of drug smuggling laws. ESCAPE was powered by four modern Caterpillar diesel engines which were installed in 1970 and developed a total of 4000 horsepower. ESCAPE's motto was *Constans Virtus* (steady excellence).

USCGC ESCAPE Awards

Coast Guard Unit Commendation

1. Awarded for the rescue of Cuban migrants during Operation ABLE VIGIL from 19 August to 23 September 1994.

Coast Guard Meritorious Unit Commendation

1. Awarded for the rescue of Haitian migrants during Operation ABLE MANNER from 24 June to 12 July 1994.
2. Awarded for nighttime rescue of 204 Dominican Republic migrants from three vessels near Mona Island on 11-12 March 1991.
3. Awarded for migrant and drug interdiction efforts between September 1988 and April 1990.

Humanitarian Service Medal

1. Awarded for Cuban migrant rescues from 19 August to 23 September 1994.
2. Awarded for Haitian migrant rescues from 18 June to 14 July 1994.
3. Awarded for multiple Coast Guard wide humanitarian missions from 01 October 1991 to 30 November 1992.
4. Awarded for Haitian migrant rescues from 26 October 1991 to 14 February 1992.

Operational Readiness Award

1. Awarded for superior performance at Refresher Training, marking excellence in every evaluated area from 01 to 24 February 1995.
2. Awarded for superior performance at Refresher Training, marking excellence in every evaluated area from 27 April to 14 May 1992.

Special Operations Service Award

1. Awarded for Haitian interdiction operations during ABLE MANNER from 04 June to 08 July 1994.
2. Awarded for Haitian interdiction operations during ABLE MANNER from 05 January to 11 February 1994.
3. Awarded for Haitian interdiction operations during ABLE MANNER from 04 October to 01 November 1993.
4. Awarded for Haitian interdiction operations during ABLE MANNER from 06 July to 18 August 1993.
5. Awarded for Haitian interdiction operations during ABLE MANNER from 07 May to 10 June 1993.

Decommissioning Crew 29 June 1995

Wardroom

CDR Edmund Marmol
LT Dwight T. Mathers
LTjg Joseph G. Uzmann
LTjg Richard J. Wester

LCDR John C. Noreus
LT George Leshner
LTjg Dennis C. Evans
CWO2 Steven J. Kelly

Chief Petty Officers' Mess

SSC Absalon C. Bassi
QMC James J McHugh

BMC Brian K. Putzback

Crew

EM1 Douglas S. Maness
YN1 Lewis C. Runyon
QM2 William M. Bashwinger
SS2 Todd M. Follenius
EM2 Christopher L. Stanley
DC2 Douglas P. Todd
SS3 Jason T. Gebhardt
SS3 Dixon Mercado-Soltero
TC3 Uriel D. White
SN Thomas A. Bastis
SN Glenn A. Lee
SN Edgar R. Ovalles
SN PierClaudio Romano
FN Derek S. Turner
FN Jaime R. Wesson
SA Joseph R. Chavis, Jr.
SN William H. Lounsbury, Jr.

SK1 Dennis R. Mark
ET1 David A. Taylor
EM2 Zane Elliott
GM2 David L. Fox
TC2 David L. Swain
MK3 Charles C. Brett
EM3 Jason K. Kraus
QM3 James C. Reynolds
FN Aaron L. Ariss
SN Theodore L. Bishop
SN Christopher A. Lehoski
SN James E. Robertson
SN Renard G. Scott
SN Scott A. Vollmer
SA Erik J. Butzon
SA Sean D. Keener

USS *Escape* (ARS-6)
USCGC *Escape* (WMEC-6)



USS *Escape* (ARS-6) underway in 1946. www.nafts.net/ars6.htm. Contributed by Craig Rothhammer.



USCGC *Escape* (WMEC-6) U.S. Coast Guard photo.

Vessel History

USS *Escape* (ARS-6) was a *Diver*-class Rescue Salvage Ship built for the U.S. Navy in 1942. *Escape* was launched November 22, 1942 and commissioned November 20, 1943. In December of 1943 *Escape* sailed from San Diego to Norfolk, Virginia, where it provided towing and salvage services. Between July and mid-September of 1944, *Escape* performed similar duties in Bermuda. After returning to Norfolk in September, *Escape* rescued the cargo ship *George Ade*, which was damaged and disabled in the Atlantic during a fierce hurricane. *Escape* was able to tow the vessel safely into port despite passing through another violent storm.

Escape operated out of Bermuda for the first five months of 1945, during which time it towed three ships damaged by heavy seas safely into port. After returning to Norfolk, *Escape* sailed for the Pacific on August 11. However, when the war ended, its orders were changed and *Escape* returned from the Panama Canal Zone towing scows to Tampa, Florida. From there *Escape* proceeded to Davisville, Rhode Island to transport mooring buoys to Jacksonville, Florida, where the crew installed them in 1945. On November 8, *Escape* sailed from Key West escorting, and later towing, the Italian submarine *Mameli*. It delivered the submarine to Taranto, Italy and returned to Norfolk January 22, 1946.

Escape was decommissioned July 20, 1946 and placed in the Reserve Fleet at Orange, Texas. It was removed from the Reserve Fleet and re-commissioned July 12, 1951, and was again stationed at Norfolk to perform salvage and towing operations, this time alternating between Norfolk and San Juan, Puerto Rico. In November 1952 it rendezvoused with the submarine USS *Sea Dog* (SS-401) off Jacksonville to pick up 11 survivors from the crash of the blimp *K-119*. That December it was one of the vessels involved in removing the wreck of the gunboat USS *Erie* (PG-50) from the inner harbor of Willemstad, Curacao. *Erie* had been brought into Willemstad in 1942 and grounded there after being torpedoed by a German U-boat. Refloating the ship and scuttling it at sea both aided the Dutch Government in clearing the harbor and provided a useful training exercise for the Navy's salvage crews.

On July 17, 1958 *Escape* recovered a full-scale Jupiter IRBM (Intermediate Range Ballistic Missile) nose cone of a returning Jupiter-C rocket from the waters near Antigua. *Escape* brought the nose cone to the Naval Base at San Juan, Puerto Rico, where it was later flown to the Army's Redstone Arsenal in Alabama. This was the second recovery of a Jupiter IRBM nose cone. The Army Ballistic Missile Agency successfully launched a Jupiter IRBM in May of 1958.

Escape also served as one of the recovery vessels for Operation Sky Hook in January 1960, a mission that employed balloons to gather information regarding the upper atmosphere. During this mission, the Navy diverted *Escape* to Culebra Island east of Puerto Rico to assist in refloating the destroyer USS *Jonas Ingram* (DD-938) that had run aground there.



Left: The ten-million cubic foot "Winzen" research balloon on the flight deck of the USS *Valley Forge* (CVS-45) just prior to launching, during Operation "Skyhook" January 30, 1960. The balloon carried scientific devices to measure and record primary cosmic rays at 18-to-22 miles altitude. *Official U.S. Navy Photograph, from the collections of the Naval Historical Center.* *Right:* Tracer balloons are launched from the carrier to test upper atmosphere wind conditions, during Operation "Skyhook". A ten-million cubic foot research balloon is being prepared for flight at the forward end of the flight deck. *Official U.S. Navy Photograph, from the collections of the Naval Historical Center.*

Escape was one of many naval vessels that served as part of the official naval recovery force during the following NASA flight operations: Project Mercury January 30, 1960, and November and December 1960; Apollo-Saturn 12 (AS-12), November 14-24, 1969; Skylab-2 (SL-2), May 25-June 22, 1973; and Skylab-3 (SL-3), July 28-September 25, 1973.

Escape was one of many naval vessels that participated in the Cuban Missile Crisis blockade from October 24 to December 5, 1962, for which it received the Armed Forces Expeditionary Medal. Between May and December 1974 its salvage capabilities were put to use in clearing wrecks blocking the Suez Canal.

U.S. Coast Guard

On September 1, 1978 *Escape* was decommissioned and transferred to the U.S. Coast Guard, where it was commissioned the USCGC *Escape* (WMEC-6). The Coast Guard had acquired two of its sister ships, the *Shackle* (ARS-9) and *Seize* (ARS-26) in 1946, which, unlike *Escape*, were later renamed. The CGC *Escape* was based at Charleston, South Carolina to carry out search and rescue and law enforcement operations. It was involved in intercepting boat loads of refugees attempting to reach the U.S. from Cuba and Haiti, and between 1982 and 1988, *Escape* seized eight vessels transporting a total of 61 tons of marijuana. It was decommissioned on June 29, 1995 and transferred to the U.S. Maritime Administration's National Defense Reserve Fleet in the James River off Fort Eustis, Virginia.

Escape had a long active career. Several of the salvage ships of the *Diver* Class compiled long and impressive records of service. Some were transferred late in their careers to the navies of Korea, Taiwan, and Turkey where they may still be active. In 1946 the Navy transferred the USS *Seize* (ARS-26) to the Coast Guard, where it was renamed the CGC

Yocona (WAT-168). In 1965 *Yocona* was re-designated as a medium endurance cutter (WMEC-168). *Yocano* was sunk as a target off Guam in 2006. The CGC *Acushnet* (WMEC-167), formerly the USS *Shackle*, is the oldest commissioned cutter currently serving in the Coast Guard. Its homeport is Ketchikan, Alaska.



Above: USCGC *Acushnet* (WMEC-167) underway in the Pacific. *Acushnet* is the oldest commissioned cutter serving in the U.S. Coast Guard. <http://tech.military.com>. Below: USCGC *Yocona*. www.uscg.mil/hi



Historic Context

The Navy was already experienced in marine salvage prior to World War II. Several major operations involved the recovery of three submarines: the *S-51* in 1925; the *S-4* in 1927; and the *Squalus* in 1939. However, the Navy did not have ships specifically designed and built for salvage work when it entered WWII, and it was not until the start of the war that salvage ships become a distinct vessel type.

During the first two years of the war, Great Britain had already lost a large number of ships. It was far more expedient to refloat or tow them back to port versus expending the time and resources necessary to build replacements. To this end, the British and Americans collaborated on the design of a series of steel-hulled salvage ships. Before the U.S. entered the war, the first four under construction were intended for the Royal Navy; however, after the U.S. entered the war, the number was cut to two. The first vessel, USS *Diver* (ARS-5), was completed in 1943 and delivered to Great Britain. *Diver* participated in salvage operations at Utah and Omaha beaches during WWII. *Escape* was the sixth vessel of the *Diver*-class.

The *Diver*-class was the second class of vessels built for the Navy specifically designated for salvage work and *Escape* was the sixth vessel of that class. Five general types served during the war that included the following classes: conversions from *Bird*-class minesweepers (seven); wooden-hulled, *Anchor*-class 183-foot ships (nine); two classes of steel-hulled, 213-foot ships, *Diver* class (16 ships); the slightly wider-beamed and faster *Bolster* class (six ships); and four miscellaneous ships.

The *Diver*-class vessels were built at the Basalt Rock Company, a shipyard in Napa, California, originally founded in 1920 as a local rock quarry. The company became involved in shipbuilding in 1938 when it began constructing barges for its own use. In addition to the salvage ships, its World War II Navy contracts also included two coastal tankers, two coastal freighters, and a number of barges.

Description/Characteristics of Vessel Type

Type: Submarine Rescue Vessel

Hull Number: ARS-6

Builder: Basalt Rock Company, a shipyard in Napa, California

Length: 213.6'

Beam: 39'

Draft: 14.8'

Displacement: 1,530 tons standard; 1,970 tons full load

Propulsion system: twin screw powered by Diesel-electric engines producing 3,000 horsepower

Speed: 15 knots

Complement: 69

Armament: two 44 mm guns

Diver-class vessels were extremely durable steel-hulled vessels. Initially, the ships were designed without an automatic towing winch. Winches were later diverted from ocean-going tugs for use on the ASRs.

The ships were fitted with 20-ton capacity booms forward and 10-ton capacity booms aft. They were also fitted with bow lift rollers, port and starboard, rated at 75 tons each, which were useful in harbor clearing operations. The ships had automatic towing machines with 2,100 feet of two-inch towing wire. In addition to assisting disabled vessels at sea, the towing capacity proved particularly valuable during the many amphibious landings in both the Pacific and European theaters. Landing craft and landing ships were in constant danger of broaching to in the surf and becoming embedded in the sand. Destroyers providing close in gunfire support often ran the risk of grounding in shallow poorly-charted waters.

Additional salvage equipment included two fixed fire pumps rated at 1,000 gallons per minute each, four portable fire pumps, multi-point mooring gear for stationing the ship over a wreck, and eight sets of “beach gear,” pre-rigged anchors, chains and cables for use in refloating grounded vessels. Quick release stowage for the beach gear anchors was provided forward and aft on both sides of the ship. Diver support equipment included one double re-compression chamber and two complete diving stations aft for air diving. The ships carried two 35-foot work boats designed to support salvage operations.

Statement of Significance

The *Diver*-class was the second class of vessels built for the Navy specifically designated for salvage work and *Escape* was the sixth vessel of that class. The class does not represent a revolutionary design, nor is *Escape* the last remaining example of the class. Its sistership, the CGC *Acushnet* is currently an active ship in the U.S. Coast Guard. The USS *Clamp* (ARS-33) is currently in the Maritime Administration’s National Defense Reserve Fleet in Suisun Bay, California. While *Escape* had a very long, active, and successful career in both the U.S. Navy and U.S. Coast Guard, and participated in many note-worthy events, it was one of many vessels involved and one of many vessels that performed salvage work during and after WWII.

Integrity of Characteristics/Features

The vessel is in poor condition and has been in the NDRF for approximately 13 years. After the Navy transferred *Escape* to the Coast Guard, it was designated as a Medium Endurance Cutter (WMEC), a class often referred to as the “workhorse” of that service. After the transfer, the ship received extensive repairs and rehabilitation. As part of the transfer, the Coast Guard agreed to maintain all equipment related to *Escape*’s diving and salvage capability in the event that the Navy needed to recall the vessel. However, in 1984 *Escape*’s blisters or sponsons¹ were removed because they had deteriorated and were impairing the vessel’s stability. *Escape*’s recompression chamber was later removed and transferred to a Navy diving school in Little Creek, Virginia. Additional salvage equipment was also removed and placed in storage. In 1987, the Navy removed

¹ Sponsons are projections from the sides of a watercraft, for protection, stability, or the mounting of equipment such as armaments or lifeboats, etc. They extend a hull dimension at or below the waterline and serve to increase flotation or add lift when underway.

Escape's towing machine, which had become inoperable. Without the blisters and towing machine, *Escape* was not in a condition suitable for recall and re-use by the Navy as a salvage vessel.

National Register Eligibility Statement

The *Escape* does not possess the significant historical or technological characteristics, or integrity of design and materials necessary for listing.

Date: 4 December 2008

Determination: NOT ELIGIBLE

Sources

Bartholomew, Captain C.A. *Mud, Muscle, and Miracles. Marine Salvage in the United States Navy*. Washington, D.C.: Naval Historical Center and Naval Sea Systems Command, Department of the Navy, 1990.

Dictionary of American Naval Fighting Ships; Department of the Navy, Naval Historical Center; Government Printing Office, Washington, D.C.

Websites

U.S. Coast Guard website: <http://www.uscg.mil/history/>

U.S. National Aeronautics and Space Administration (NASA) website:
<http://history.nasa.gov/ships.html>

U.S. Navy, Naval Historical Center website: <http://www.history.navy.mil/faqs/faq90-3.htm#anchor156376>

www.nafts.net/ars6.htm

Miscellaneous

All Hands Magazine. U.S. Navy February 1976.

Brouwer, Norman. Short history of the USS *Escape*, 2007.

Change of Command pamphlet, USS *Escape*. U.S. Naval Station Mayport, Florida, May 29, 1975.

Commandant, U.S. Coast Guard Memo to Chief of Naval Operations, subject: "CGC *Escape* (WMEC-6) TOWING/SALVAGE EQUIPMENT," June 10, 1987.

Deck Log USS *Escape*, July 1958. National Archives and Records Administration, College Park, MD.

Internal Information Release. U.S. Army Ordnance Missile Command, Redstone Arsenal, AL., July 1958.

Welcome Aboard Booklet, USS *Escape* undated.