

USCGC GALLATIN (WHEC--721)

Builder: Avondale Shipyards, Inc., New Orleans, La.
Cost: Approximately \$14,500,000.00 for construction and outfitting.

Class: 378-ft. "Hamilton" Class of High Endurance Cutters--- seventh of twelve built by Avondale for the U. S. Coast Guard, numbered WHEC-715 through WHEC-726.

Launched: 18 November 1967
Sponsor: Mrs. Everett Hutchinson, wife of the then Under Secretary of the Department of Transportation.

Namesake: The WHEC-721 is the sixth cutter in Coast Guard history named for Albert Gallatin, Secretary of the Treasury (1801-1814) under Presidents Thomas Jefferson and James Madison.

Commissioned: Delivered to the Coast Guard in-commission-special status on 20 December 1968; after certain tests and ironing out of bugs she was formally commissioned on 9 May 1969.

Homeport: Governors Island, N. Y.

Characteristics:

Length (o.a.): 378 ft.
Beam: 42 ft.
Draft: 20 ft.
Displacement: 3050 tons

Propulsion: CODAG (combined diesel and gas turbine system) -
2 - Fairbanks Morse diesel engines (larger versions of those used in diesel locomotives);
2 - Pratt & Whitney gas turbine engines (similar to those used in Boeing 707 jet aircraft).

Screws: 2 - 13-ft. controllable pitch propellers

Shaft H. P.: 36,000 total, using gas turbine power
7,000 total, using diesel power

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

Economic Speed: 11.0 kts.
Range (Max. Speed): 2400
Max. Range: 14,000

Bow Propulsion: Retractable bow propulsion unit - 350 H.P.

Hull: Steel, painted white. Black hull numbers; new Service stripe of bright orange-red with narrow blue border with Coast Guard emblem superimposed thereon blazened on both sides of bow; Coast Guard emblem also appears on the stack.

Flight Deck: 74 ft. 8 in. x 31 ft. 4 in. to accommodate a helicopter.

Other features: Closed circuit TV system - four monitors located on the bridge allowing personnel to see what is happening in various parts of the ship and to transmit data visually instead of by phone. A portable TV camera and several fixed TV cameras are located in various strategic parts of the ship.

Anti-roll tank to provide a more stable operational platform on rough ocean station patrols.

Extensive aerological, oceanographic, communications and plotting equipment.

Modern air-conditioned quarters.

Complement: About 15 officers, 137 men.

Missions: Search and rescue, ocean station patrol, military readiness.

ABOUT ALBERT GALLATIN

The Coast Guard Cutter GALLATIN is named after Albert Gallatin, who served as Secretary of the Treasury under Presidents Jefferson and Madison. Albert Gallatin was born in Switzerland in 1761 and came to this country in 1780. His distinguished career as a public servant began with his election as Senator from Pennsylvania and later, in 1795, to the House of Representatives where he served three terms.

During his tenure in Congress he succeeded in inaugurating what is now the House Ways and Means Committee. Appointed to the Cabinet by Jefferson, he served as Secretary of the Treasury longer than any other holder of that office. For the next ten years after leaving that post, Gallatin was engaged almost uninterruptedly in diplomatic service abroad. His service to his country included negotiator at Ghent to end the War of 1812, Ambassador to France (1816-1823), and Ambassador to Great Britain (1826-1827). While his public career ended with this latter post, he remained extremely active in such posts as President of the University of the City of New York; first President of the New York Historical Society; and author of several volumes on American Indian tribes.

According to all serious students of American history, the services of this great financier, diplomat, and statesman, hitherto, have never been adequately recognized by his adopted country.

ALBERT GALLATIN

January 29, 1761 - August 12, 1849

Before the Thirteen Colonies became the United States, there was born in Geneva, Switzerland, a future American citizen who was to play a vital part in establishing the financial soundness of the new nation. Albert Gallatin came of an old and noble family; he graduated with honor from the Geneva Academy, but in 1780 he gave up fortune and social position because of "a love for independence in the freest country of the universe." Offered a commission as Lieutenant Colonel by the Landgrave of Hesse, whose hated "Hessians" were mercenaries with the British forces, he refused saying "he would never serve a tyrant," and escaped the resulting family indignation by secretly leaving home. With a friend he took passage for America. His first business venture was launched in Boston, and he later taught French at Harvard, but soon went southward. In October, 1785 he took the Oath of allegiance in Virginia. Settling finally in Pennsylvania, he was a member of the State Legislature before being sent to the United States Senate. His citizenship in debate, he was rejected by that body, but not before calling upon the Secretary of the Treasury for a statement of the debt as of January 1, 1784, distinguishing the monies received under each branch of the revenue, and expended under each appropriation. When Gallatin was again returned, this time to the House, he immediately became a member of the new Standing Committee of Finance, the forerunner of the Ways and Means Committee.

In July, 1800, he prepared a report entitled, "Views of the Public Debt, Receipts and Expenditures of the United States." This report, analyzing the fiscal operations of the Government under the Constitution, is still regarded as a classic. In Congress, he struggled successfully to keep down appropriations, particularly those for war-like purposes. The opposition party attacked him personally, as well as politically, because of his foreign birth, and Jefferson believed the Seditious Bill was framed to drive Gallatin from office. However, as soon as Jefferson was elected President, early in 1801, he tendered Gallatin the post of Secretary of the Treasury.

Gallatin took his oath on a "platform" of debt reduction, the necessity for specific appropriations, and strict and immediate accountability for disbursements. Eight years after assuming office, his estimates on revenues and debt reduction had been proven uncannily accurate. He had succeeded in reducing the public debt by fourteen millions, and had built up a surplus. At the same time, fifteen millions had gone for the purchase of the Louisiana Territory, an acquisition which established the United States as a great Continental power.

A meticulous bookkeeper and originator of many accounting practices still in use in the Department, Gallatin also sponsored the establishment of Naval hospitals, the forerunner of our present Public Health Service; while in 1807 he submitted to Congress an extensive plan for internal improvements, particularly the construction of highways and canals. His greatest contribution, however, was that for the first time Congress received a detailed report of the country's fiscal situation.

Albert Gallatin (Cont'd.)

Earlier Secretaries had conscientiously reported disbursements, but Gallatin gave a breakdown of receipts, a concise statement of the public debt, and an estimate of expected revenues.

Gallatin served in the Treasury until 1813, and was offered the post again by President Madison in 1816, declining because he thought its responsibilities demanded "an active young man." He felt this even more strongly in 1843, when President Tyler offered him the post, but must have recognized this as a striking tribute to his past achievements.

His public service was by no means over when he left the Treasury. The Treaty of Ghent, ending the War of 1812, was considered largely Gallatin's personal triumph for he was the most effective of the American Commissioners. Thereafter he negotiated a commercial convention with England, by which discriminating duties were abolished. He served as Minister both to France and to England, concluding his years in the field of diplomacy in 1827, when he returned to take up his residence in New York.

Here he became the President of the National Bank of the City of New York, later the Gallatin National Bank of the City of New York, and now the Central Hanover Bank and Trust Company. Here, too, he participated in the community's cultural activities. He was a founder of New York University and of the American Ethnological Society, making valuable contributions on languages of the Indian tribes. When as President of the New York Historical Society, he presided an anniversary celebration in 1844, John Quincy Adams, long his political opponent, paid high tribute to Gallatin as a patriot and citizen.

Albert Gallatin died on Long Island, August 12, 1849, at the age of eight-eight.

Always an enthusiast for American ideals on liberty, he was a firm believer in the essential soundness of the Government and its finances. "If I have not wholly misunderstood America," he wrote, "I am not wrong in the belief that its public funds are more secure than those of all the European powers." For the greater part of his long life, he devoted himself to making this ideal an actuality, and carried out his vision with honor to himself and for the lasting benefit of his country and fellow citizens.

*Albert Gallatin Sec of Treasury
20 years*



Avondale Shipyards, Inc.
requests the honor of your presence
at the launching of the
U S C G C Gallatin (W P G-721)
for the
United States Coast Guard
Saturday morning, November Eighteenth
nineteen hundred and sixty-seven
at ten forty-five o'clock
Avondale, Louisiana
Sponsor
Mrs. Everett Hutchinson

R. S. V. P.
P. O. Box 50280
New Orleans 70150

Avondale Shipyards, Inc.

requests the pleasure of your company

at a

Reception

in honor of

Mrs. Everett Hutchinson

on Friday, 17 November, 1967

at

International House

New Orleans

R. S. V. P.

P. O. Box 50280

New Orleans 70150

6:30-8:00 p. m.

Chief of Staff

31 October 1967

Transportation Officer, GALLATIN Launching

GALLATIN Launching

1. Launching is scheduled for 18 November.
2. PHONCON ENS O'PEZIO/CDR FUGARO on 31 October established that the Headquarters party will include:
 - Under Secty of Transportation & Mrs Everett Hutchinson
 - M Miss Ann Hutchinson
 - VADM & Mrs Trimble
 - Cong. & Mrs J. J. Pickle
 - CDR & Mrs Willard Deason (ICC)
 - CDR & Mrs Anthony Fugaro
3. Hotel reservations have been confirmed at the Monteleone Hotel for the party.
4. Four Hertz vehicles will be utilized and drivers provided by the district staff.
5. No time schedule has been established at this time but plans are for the party to arrive Friday afternoon, 17 November and depart immediately after the launching.

R. J. O'PEZIO

Copy to:

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dpi

NOV 23 1967
Weekly

Seventh Vessel

Avondale Launches Cutter

The seventh of the major new Coast Guard cutters being built by Avondale Shipyards Inc., of New Orleans has been launched.

The cutter, a 378 foot vessel is named for Albert Gallatin, Secretary of the Treasury from 1801 to 1814 during the administration of

Presidents Thomas Jefferson and James Madison.

Sponsor of the new cutter was Mrs. Everett Hutchinson, wife of Under Secretary of the Department of Transportation Everett Hutchinson. Hutchinson was the guest speaker at the launching.

Vice Admiral Paul E. Trimble, USCG, Coast Guard Assistant Commandant, was on hand from Washington, D.C. Sam P. Stone, executive vice-president, represented Avondale Shipyards.

Gallatin follows six sister cutters already launched by Avondale. The first and second of these are already in service. They are the Hamilton and the Dallas. A third, the Mellon will join the fleet in December. Three others are in various stages of construction.

Avondale has contracts for two additional high endurance cutters of the same class and work is underway on these.

Sherman and her sister cutters cost about \$14,500,000 to build and outfit and are designed primarily for long range search and rescue, ocean station patrol, oceanographic research and maritime law enforcement.

Clipped from:
Times Picayune
Miss. Edition
New Orleans, La.
Cir. 310,152

NOV 19 1967

Principals of Launching at Avondale



HEADING THE CEREMONY for the launching of the U.S. Coast Guard cutter Gallatin at Avondale Shipyards Saturday are (from left) Vice-Admiral Paul E. Trimble, assistant commandant, U.S. Coast Guard; Sam P.

Stone, executive vice-president, Avondale Shipyards; Undersecretary of Transportation and Mrs. Everett Hutchinson, and R. Lamar Woodfin, manager, Oil Tools Department, Avondale Shipyards.

—Photo by The Times

Boat Launching Ceremony Held

Coast Guard Cutter Is Christened Here

Undersecretary of Transportation Everett Hutchinson called the launching here Saturday of the U. S. Coast Guard cutter Gallatin "a real example of partnership between government and industry."

The Gallatin is seventh in a series of nine high-endurance cutters being built by Avondale Shipyards Inc.

Hutchinson was principal speaker for the launching ceremony and his wife swung the traditional champagne bottle to christen the ship at the builder's main yard in Avondale.

The Coast Guard, now part of the new Department of Transportation, is naming the cutters in honor of secretaries of the treasury. The Gallatin honors Albert Gallatin, who served in

the cabinets of Presidents Thomas Jefferson and James Madison.

Other principals of the launching included Vice-Admiral Paul E. Trimble, assistant commandant, U. S. Coast Guard; Sam P. Stone, executive vice-president, Avondale Shipyards, and R. Lamar Woodfin, manager, Oil Tools Department, Avondale Shipyards.

The 378-foot Gallatin will car-

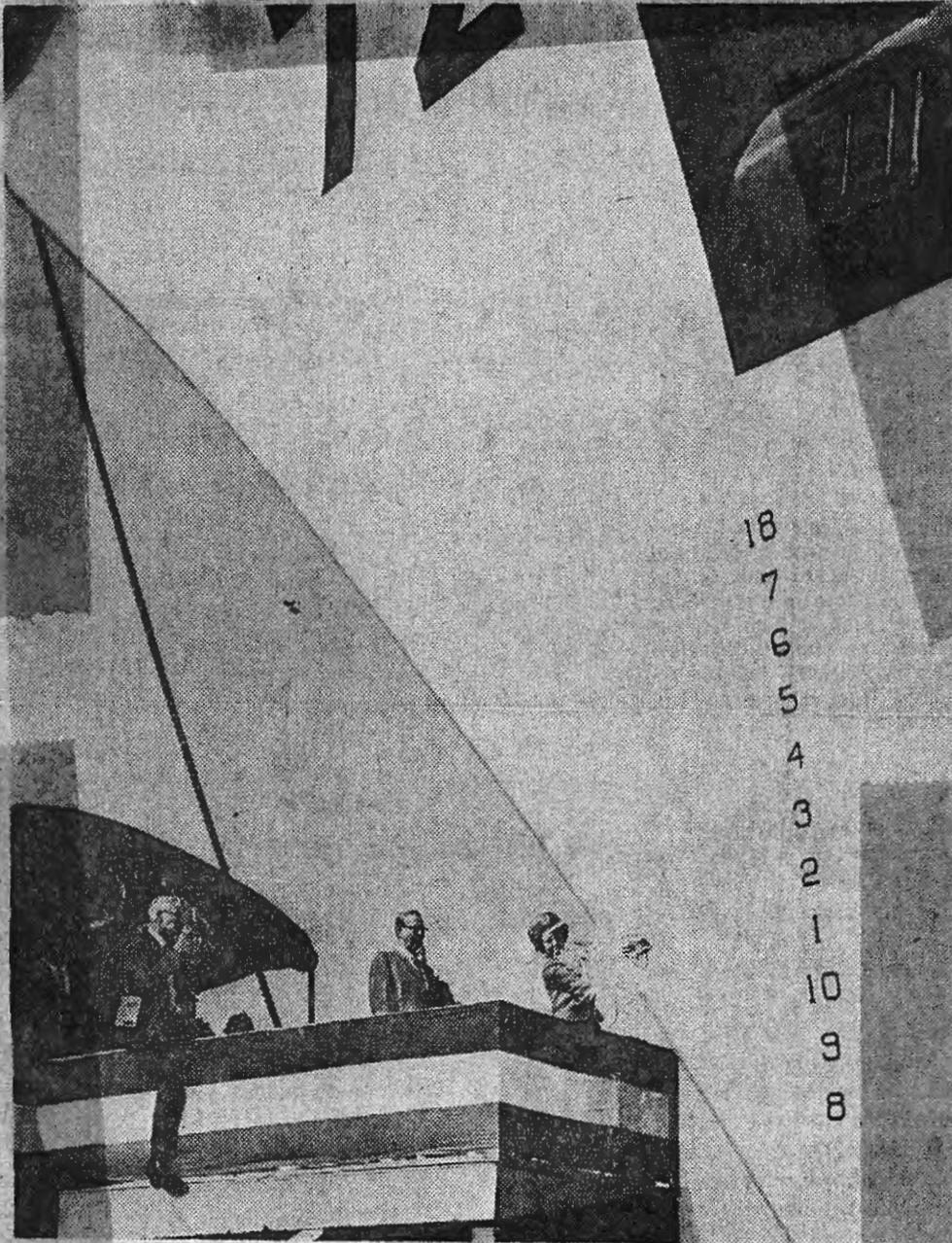
ry the most modern equipment, including a closed-circuit television system, helicopter deck, oceanographic laboratory and advanced instruments for the accumulation of weather data. It cost \$14.5 million.

Two of the first seven cutters launched—the Hamilton and Dallas—are already in service. Avondale shipyards will build a total of nine; the Coast Guard will ultimately operate 32.

Clipped from:
Times Picayune
Miss. Edition
New Orleans, La.
Cir. 310,152

NOV 19, 1967

Smashing Start for Coast Guard Cutter



CHRISTENING THE NEW U.S. Coast Guard cutter Gallatin, Mrs. Everett Hutchinson smashes a champagne bottle to launch the

ship Saturday at Avondale Shipyards. Mrs. Hutchinson is the wife of the undersecretary of transportation.

18
7
6
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3
2
1
10
9
8

GALLATIN COMMISSIONING GUEST LIST

SPECIAL GUESTS

Rear Admiral Joseph R. Scullion Honorable and Mrs. Everett A Hutchinson	CGHQ Office of Personnel Mrs. Hutchinson is Sponsor for GALLATIN, wife of former Under Secretary of Transportation
Major General and Mrs. Charles Duke Capt I. H. McMullan Capt and Mrs. O. L. Dawson Capt and Mrs. W. C. Mitchell Capt and Mrs. G. L. Oakley Colonel and Mrs. E. B. Owen	North Atlantic Div. Corps of Eng. CCGD3(dcs) CO, USCG TRACEN NY COMEASTAREA Operations Div CO, Base Gloucester City Military Traffic Management Svce Terminal CO, USCGC HALFMOON XO, Group New York
Cdr and Mrs. S. M. Moore Cdr C. W. Jenkins	CO, USCGC DALLAS
Capt and Mrs. W. F. Guy	USCG(Ret) USCG(Ret)
Capt and Mrs. Joseph Mazzotta Cdr and Mrs. George V. Stepanoff	USCGR/CAPPI Member USCGR USCGR USCGR
Cdr Joseph Siebel Cdr Austin Britton Cdr and Mrs. Hugh Doyle Lcdr William Farrell	USPHS USPHS
Capt C.M. Grace Cdr and Mrs. Richard Brent	Asst. Supt. US Merchant Marine Academy NYS Maritime College NYS Maritime College



PLANK **OWNER**

Know All Men by These Presents, that I, the undersigned, do hereby give, sell, assign, and convey unto the said Mrs. Everett Hutchinson, my true and lawful heirs, assigns, and assigns forever, all that certain share or interest in the said ship, which is more fully described in the following Certificate.

Mrs. Everett Hutchinson

Witness my hand and seal of office, this 1st day of January, 1958.

John J. [Signature]

John J. [Signature]

PLEASE CREDIT
U.S. COAST GUARD PHOTO

3CGD 05286922

3RD, COAST GUARD DIST.
NEW YORK 4, N. Y.

GALLATIN COMMISSIONING

- A. MOSER SAYS TO ME - "READY ---"
- B. BEFORE PROCEEDING WITH COMMISSIONING CEREMONY
 - 1 FIRST THE FORMER UNDER SEC. OF DOT
EVERETT S. HUTCHINSON
 - 1. FIRST U. S. - CHIEF OF STAFF
 - 2. MRS HUTCHINSON SPONSORED -
AVONDALE - 18 NOV '67
 - 2 RADM SCULLION
 - 3 CHAPLAIN - ?? DETRICK
 - 4 MOST IMPORT - C.O. - CAPT KEVIN MOSER
 - 5 WARM WELCOME - ALBERT GALLATIN F
FAMILY
 - 1 JAMES
 - 2 THOMAS
 - 3 Mrs. Gallatin COBB
 - 4 FRANK CROCKER
- C. AFTER INVOCATION "BY AUTHORITY -
182050Z - DEC "
- D. AFTER NATIONAL ANTHEM.
 - 1 MR. SECTY - ADM SCULLION - MEMBERS
OF GALLATIN FAMILY - DISTINGUISHED
GUESTS - LAST BUT REALLY MOST
IMPORTANT - CAPT MOSER - OFF - MEN
 - 2 PLEASURE AND PRIVILEGE TO PLACE
GALLATIN.
 - 3 THIS SHIP BRINGS AN INCREASE CAPA-
BILITY TO THIS COMMAND - TO DO JOB
 - 4 C.G. STRETCHED - PEOPLE.

(OVER)

5 CAPT MOSER - WELCOME TO OPERATING
FORCES

6 CHARGE YOU - KEEP OUR IMAGE HIGH

E. INTRODUCE ADM SCULLION.

1400Q 19 May 1969

OFFICIAL PARTY - Dais

RADM J. R. SCULLION
 RADM M. A. WHALEN
 MR. & MRS. EVERETT HUTCHINSON
 CAPT DETRICK
 CAPT K. L. MOSER

DISTINGUISHED GUESTS - Front Row

MRS. M. A. WHALEN
 MR. & MRS. JAMES GALLATIN and FAMILY
 MR. & MRS. THOMAS GALLATIN and FAMILY
MRS. R. E. MCKEW
 Mrs. GALLATIN COBB, Mr. & Mrs. FRANK CROCKER & CHILDREN

1. 1300 - 1400 Visitors Arrive
 - a. Guests and families met by GALLATIN personnel and escorted to flight deck.
 - b. 1330 - Band take station on Pier.
 - c. 1335 - SP to Pier, clear Quarterdeck and Pier in way of gangway, post sideboys, honor guard, alert band.
2. 1342 - RADM WHALEN & MRS. WHALEN arrive. RADM WHALEN boards first, received with side honors, ruffles & flourishes, guard, may inspect guard. Mrs WHALEN follows after guard is inspected. RADM & MRS. WHALEN escorted to Cabin.
3. 1345 - RADM SCULLION arrives with Hon. & MRS. EVERETT S. HUTCHINSON. RADM SCULLION boards first, received with side honors, ruffles and flourishes, Break RADM SCULLION's flap, strike commission pennant at first note of ruffles and flourishes. RADM SCULLION inspect guard. Hon. & MRS HUTCHINSON board without honors. RADM SCULLION, Hon & MRS HUTCHINSON escorted to cabin
4. Guard and sideboys dismissed to stand by for departure honors.
5. (Time permitting) - Executive Officer escorts GALLATIN families to Cabin for introductions.
6. 1355 Officers Call. First Call to Quarters.
 - a. Crew proceed to Pre-Quarters Stations.
7. 1400 All hands to Quarters.
 - a. Crew proceeds from stations single file to Quarters.
 - b. Crew: Parade Rest
 - c. Dept. Heads Front and Center
8. Executive Officer escorts Mrs. WHALEN and GALLATIN FAMILY to Front Row seats.
9. Executive Officer takes reports from Dept. Heads.
 - a. Commanding Officer, notified Crew is mustered
 - b. Officers Post

10 Commanding Officer escorts official party to Flight Deck to be seated just forward of podium and aft of balloon shelter.

Executive Officer: "Ship's Company: Attention".
Executive Officer: "Will the guests please rise".

11 Official Party arrives

Executive Officer: "Will the guests please be seated".
Executive Officer: (To Commanding Officer) "Sir, all hands are present or accounted for".
Commanding Officer: "Very Well".
Commanding Officer: (To RADM WHALEN) "ADMIRAL WHALEN CGC GALLATIN is ready to be placed in COMMISSION, ACTIVE".

12 RADM WHALEN introduces the Official party and mentions presence of GALLATIN FAMILY.

13. COMMANDING OFFICER: "Captain DETRICK will offer the Invocation".
(Military personnel remain covered)
Executive Officer: "Will the guests please rise".

14 Chaplain pronounces invocation

Executive Officer: "Will guests please be seated".

15 RADM WHALEN announces: "In accordance with Commandant U.S. COAST GUARD message 182050Z of December 1968, I hereby place U. S. Coast Guard Cutter GALLATIN in Commission Active. Captain MOSER carry out your orders".

Commanding Officer: "Aye, Aye Sir".
Commanding Officer: (To Executive Officer): "Record in the ship's log and notify the Commandant that the GALLATIN is in commission active."
Executive Officer: "Aye, Aye Sir".
Executive Officer: (To Operation Officer): "Carry out your orders".
Operation Officer: "Aye, Aye Sir". (Departs with message)
Executive Officer: "Ship's company, Attention. Division Officers face your divisions Aft".
Executive Officer: "Will the guests please rise and face the colors".
Executive Officer: "Band, Sound Off". Band plays National Anthem.
At first note Officers salute, on last note come to attention.
Executive Officer: "Will the guests please be seated".
Executive Officer: "Division Officers face your Divisions Inboard".
Executive Officer: "Ship's Company Parade Rest".

16 RADM WHALEN's remarks and introduction of RADM SCULLION"

17 RADM SCULLION's address

18 Executive Officer: "Ship's company attention". (representatives of Officers CPO and Crew front and center)

19 Commanding Officer presents Plank-Owner Certificate to MRS HUTCHINSON and invites her to present certificates to Representatives of crew.

20 Mrs. HUTCHINSON presents certificates to representatives of crew.

Officers:	LT TRAINOR
CPO's	BMC SHARP
Sr. Enlisted	ET2 STROSKY
Jr. Enlisted	SA UMBAUGH

Mrs. HUTCHINSON presents gifts to Officers, CPO's and Enlisted Messes:

Officers:	CAPT. K. L. MOSER
CPO's	ETC ENDSLEY
Enlisted	YN3 BYRNES

21 Following Mrs. HUTCHINSON's remarks while presenting gift

- a. Band plays Semper Paratus
- b. Representative Crew returns to places.

22 Commanding Officer: "Captain DETRICK will now offer the Benediction, will the guests please rise".

23 Benediction.

24 Band plays CG Hymn

25 Commanding Officer: "This concludes our ceremony. Visitors are cordially invited to visit the ship after the official party has departed. Receptions for guests and crew are being held at the Officers Club and The Enlisted Men's Club at 1500."

Commanding Officer: (To Executive Officer) "Dismiss the Crew".
Executive Officer: "Aye, Aye Sir". Official party departs to Cabin.
Executive Officer: "Division Officers. Dismiss your divisions".

26. Honors on Departure for RADM SCULLION (strike flag, hoist commission pennant) and for RADM WHALEN. Guard, Side Honors, Ruffles and Flourishes on departure for each.

COMMANDING OFFICER PRESENTS A PLANK OWNER CERTIFICATE TO MRS. HUTCHINSON &
INVITES HER TO MAKE PRESENTATION OF CERTIFICATES TO A REPRESENTATIVE CREW.

MRS. HUTCHINSON' REMARKS
PRESENTATION OF CERTIFICATES
PRESENTATION OF GIFT TO THE SHIP

XO: SHIP'S DETAIL DISMISSED

CO: CAPTAIN DETRICK WILL NOW OFFER THE BENEDICTION. WILL GUESTS PLEASE RISE.
BENEDICTION.

BAND PLAYS CG HYMN

COMMANDING OFFICER: "This concludes our ceremony. Visitors are cordially
invited to visit the ship after the official party has
departed. Receptions for guests and crew are being held
at the Officers Club and The Enlisted Men's Club
at 1500."

COMMANDING OFFICER: (To EXECUTIVE OFFICER) "Dismiss the Crew".

EXECUTIVE OFFICER: "Aye, Aye Sir". Official party departs to Cabin.

EXECUTIVE OFFICER: "Division Officers. Dismiss your divisions".

BAND. SEMPER PARATUS

Honors on Departure for RADM SCULLION (strike flag, hoist commissioning
pennant) and for RADM WHALEN. Guard, Side Honors, Ruffles and Flourishes
on departure for each.

COMMISSIONING CEREMONY

OFFICIAL PARTY ARRIVES

XO: SHIP'S COMPANY: ATTENTION. WILL GUESTS PLEASE RISE

OFFICIAL PARTY IS SEATED

XO: WILL GUESTS PLEASE BE SEATED.
(TO CO) SIR, ALL HANDS ARE PRESENT OR ACCOUNTED FOR.

CO: (TO XO) VERY WELL
(TO RADM WHALEN) ADMIRAL WHALEN CGC GALLATIN IS READY TO BE PLACED IN
COMMISSION ACTIVE.

RADM WHALEN INTRODUCES THE OFFICIAL GUESTS AND MENTIONS PRESENCE OF THE GALLATIN
FAMILY.

COMMANDING OFFICER: CAPT. DETRICK WILL OFFER THE INVOCATION

XO: WILL GUESTS PLEASE RISE

INVOCATION

XO: WILL GUESTS PLEASE BE SEATED

RADM WHALEN: COMMISSIONING DIRECTIVE: IN ACCORDANCE WITH COMMANDANT USCG MESSAGE
182050Z of Dec 1968 I HEREBY PLACE USCGC GALLATIN IN COMMISSION ACTIVE.
CAPT. MOSER CARRY OUT YOUR ORDERS.

CO: AYE AYE SIR.
(TO XO) RECORD IN THE SHIP'S LOG AND NOTIFY THE COMMANDANT THAT THE GALLATIN
IS IN COMMISSION ACTIVE.

XO: AYE AYE SIR.
(TO OPS) CARRY OUT YOUR ORDERS
DIVISION OFFICERS FACE YOUR DIVISIONS AFT.
WILL GUESTS PLEASE RISE AND FACE THE COLORS
(TO BAND) BAND: SOUND OFF
NATIONAL ANTHEM
WILL GUESTS PLEASE BE SEATED
DIVISION OFFICERS FACE YOUR DIVISIONS INBOARD.
SHIP'S COMPANY: PARADE REST

RADM WHALEN'S REMARKS AND INTRODUCTION OF RADM SCULLION

RADM SCULLION'S ADDRESS

XO: SHIP'S COMPANY: ATTENTION. SHIP'S DETAIL FRONT AND CENTER.

MESSAGE

FORM 2110-28 (REV. 3-61) S/N 0107-705-4000

DRAFTED BY		PHONE EXT NR	PAGE	PAGES
18 DEC 68				
TOR/TOD		ROUTED BY	CHECKED BY	OF

MESSAGE NR	DATE/TIME GROUP (GCT)	PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED
	182050Z DEC 68					PPPPP		
		ACTION						
		INFO						

P 182050Z DEC 68
 FM COMDT COGARD
 TO COMEASTAREA
 INFO CCGDTHREE
 CCGDSEVEN
 CCGDEIGHT
 COGARD YARD
 PCO GALLATIN
 COGARD RIO AVONDALE

BT

UNCLAS

FROM OMS

A. MY LTR 3255 22 NOV 68

1. GALLATIN INTINERARY CHANGED AS FOLLOWS:

- 20 DEC - DELIVERY
- 3 JAN - IN COMMISSION SPECIAL
- 3 JAN - ETD NOLA PROCEED GTMO
- 6 JAN - ETA GTMO
- 10 JAN - ETD GTMO
- 13 JAN - ETA CG YARD
- 11 FEB - ETD CG YARD
- 17 FEB - ETA NEW YORK
- 6 APR - ETA GTMO
- 9 MAY - ETD GTMO
- 13 MAY - ETA NEW YORK
- 20 MAY - IN COMMISSION ACTIVE

BT

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UNCLASSIFIED

DATE/TIME GROUP (GCT)
 182050Z DEC 68

Unit file

(csr)

(212) 264-4870

3121
15 May 1969

From: Commander, Third Coast Guard District
To: Commanding Officer, USCGC GALLATIN (WMEC 721)

Subj: Commissioning Date; establishment of

1. Assume "In Commission, Active" on 19 May 1969.

ALBERT FROST
By direction

Copy to:
CCG03 (dpi)

It is interesting to note that the GALLATIN conducted its first Search and Rescue mission only 24 hours after being placed "In Commission, Special" status. On January 4, 1969, while enroute to Guantanamo Bay from New Orleans for FORACS and Structural Firing, she was diverted to proceed to assist the disabled F/V SEA RANGER, an 80 foot shrimp boat out of Fort Myers with 3 persons on board. She was located a few hours later and towed for 15 hours toward a rendezvous with CGC DILLIGENCE (WMEC 616). Approximately 60 miles from Key West she released her first assistance case and proceeded toward Cuba.

Joe G. Free in
GALLATIN
FOLDER

Jet Cutter

By Fred D. Barré

A PRIVATE yacht was in trouble 20 hours out of Hamilton, Bermuda. The blue skies had turned gray and then black. Driving rain and high winds churned up the Atlantic. With the ship threatening to founder, the captain sent out an SOS. The intensity of the wind and rain seemed to increase as passengers and crew prepared for the worst.

More than 700 miles northwest of the stricken vessel, crewmen of the U.S. Coast Guard cutter Gallatin were enjoying a final night of liberty ashore or were preparing to leave the ship. The Gallatin was scheduled to depart Governor's Island, New York, for a 30-day Atlantic patrol the following morning. But at 3:10 p.m. a crewman walked into the deck department berthing area and announced to his shipmates, "You might as well get out of your liberty blues — we've got a SAR case."

SAR — search and rescue — is a primary function of the Coast Guard and one for which the Gallatin and her eight sister ships, powered by aircraft-type gas turbine engines, are uniquely equipped.

On receiving initial reports of the yacht's plight, the Gallatin's commanding officer, Captain Kevin L. Moser, began an immediate recall of crewmen who were ashore. "This report indicates 50-foot seas," said Captain Moser, pointing to a message just received. "But I don't think there is any weather down there bad enough to cause it to be that rough. I'd guess it's probably closer to 20 to 30 feet. We'll run top speed all the way down."

In less than five hours, Coast Guard crewmen, bundled against the cold of New York winter, prepared to cast off the last line. The 25-knot wind cut through even the men's pea coats.

Sketching the probable schedule for the search and rescue mission, Captain Moser estimated that the Gallatin would reach the troubled yacht in about 23 hours and would be the first ship on the scene. "That means it will be night when we arrive," he said. "Unless the

yacht is in immediate danger of capsizing, we will probably stand by until dawn. Then, at first light, we'll maneuver in as close as the seas will allow and put a motor launch over the side to bring the passengers and crew aboard the Gallatin. After that it will be a matter of connecting lines to the yacht and towing her into Bermuda. The whole operation should take about two days. Of course, once we get under way, the whole picture can change very quickly."



A crewman scans the horizon for other ships and aircraft as the Gallatin patrols its Atlantic grid square.

"I flew out to a rig using the radar, and the rig showed up beautifully on the scope," Murphy said. "Five miles from a rig, the helicopters descend from 1,500 feet to 200 feet. If they can't see the rig visually at eight-tenths of a mile, the KLM pilots call a missed approach, pull up, and return to the shore base. And they're using something I had never heard of — reflectors which eventually may enable them to land anywhere, on a rig or at airfields, under zero-zero conditions."

The reflectors, installed either on the rig or on the ground, can be picked up on the helicopter's radar scope. Dr. M. S. Kamminga, managing director of KLM Noordzee Helikopters, is quite proud of this experimental system. "If it is perfected, it will be a big boon to oil exploration and to scheduled airlines as well," Murphy said. "It could help airports keep helicopter traffic separate from other traffic. Incidentally, the operators are not at all hesitant to share their developments with one another."

On a visit to the Royal Danish Air Force S-61 squadron in 1963, Murphy had noted that maintenance could be improved and that the pilots lacked sufficient instrument flight time to stay proficient. He had recommended corrective measures. On his recent visit to Denmark, he saw that his advice had been heeded on both scores. "All six of their aircraft were up and flying," he said, "which is much better than before. They're making an awful lot of instrument flights, more than I had expected. I flew an instrument flight with the squadron commander for an hour and 40 minutes, IFR all the way, with the ceiling never over 300 feet. He flies less than any of his pilots, yet he flew a beautiful instrument flight. The pilots were hesitant before, but now they're perfectly willing to go out and fly on instruments."

Often the help they give is appreciated more than the liaison pilots suspect. When Flynn had completed S-62 flight training of a group of pilots from the Thailand Army, Police Department, and Department of Agriculture, he was the guest at a gala going-away party in Bangkok. Learning of the forthcoming party, Flynn quickly bought some Thai silk neckties and had a Sikorsky insignia copied from a Sikorsky publication and engraved on the ties, which he presented to the pilots and their supervisors, along with certificates framed in teakwood. In turn, the new pilots presented gifts to Flynn.

The elements of suspense and risk appear constantly in the liaison pilots' work. "You have to face the unknown, flying with someone you've never seen before," Murphy said. "The other day I went out with a young Danish pilot who wanted me to give him water landings in bad weather. I only had time to have him shoot two landings at the field before I went out to the water with him. We made our landings — single-engine land-

ings — and by the time we were ready to come back it was instrument weather. Now I'm flying instruments with someone I've never seen before; I don't know his ability and, truthfully, I don't know where the field is. Also they have a navigation system that I've never been checked out in. So I have to rely on this kid right from the first two landings and decide on the basis of those two landings whether I should complete the whole flight with him. Only experience enables you to make the correct judgment in a spot like that."

Greenland's awesome fjords and Greenlandair's nerveless pilots combined to give the field liaison pilots a new and often frightening kind of flying. Both Wright and Murphy recall with a shudder their brief visits to the land of the icecap.

"Flying through the fjords was, to me, a very unusual experience," said Murphy. "But those Greenlandair pilots are used to it. They fly down the fjords at 50 feet off the deck, but they've got them all marked. It's like a road to them, but to me — well, I thought we were lost all the time. They looked like boxed canyons and I thought we'd strike the end any minute. And then we'd hit fog, sleet, and rain and still fly right through. But they knew where they were going. Still, it was frightening to me not knowing where I was."

As a result of his visit to the headquarters of Okanagan Helicopters Limited, at Vancouver, British Columbia, Furgalack arranged for an early trip to Sydney, Nova Scotia, where Okanagan flies an S-61N to offshore oil drilling rigs. The helicopter there is radar-equipped, like the KLM Noordzee copters.

The field liaison pilots average about two trips a year, each about six weeks in duration, through their territories. When the pilots are all at the home plant, they form a close-knit group. "Flynn, Murphy, Furgalack, and I probably talk an hour almost every day," Wright said. "We discuss problems which we know about through field service reports and other channels. We review letters from the operators and answer the many questions they ask."

At home, the field liaison pilots have played a major part in the flight training of almost all the new customer pilots for the past several years. "Flight instruction is one of the strong points of our group," says Wright. "You'll usually find two or three field liaison pilots in all of this training. We've trained pilots of the Malaysian Air Force, the Danish Air Force, the German Army, the Brazilian Navy, and others. Murphy trained the U.S. Air Force's original Jolly Green Giant rescue pilots at Eglin Air Force Base in Florida a few years ago."

They also serve as test pilots, flying both experimental and production equipment, and give lectures at the Sikorsky service school. The demands on their skills are greatest, though, when they are scattered over the globe . . . teaching, training, trouble-shooting.



Captain Kevin L. Moser, the Gallatin's skipper, believes that gas turbine engines will play an ever-increasing role in marine propulsion.

Actually, as events developed, the picture changed within the hour. It was not necessary for the Gallatin to get under way that night. Only moments before the last line was cast off, a radio message was received ordering the Gallatin to remain at Governor's Island until further notice. Ninety minutes later the mission was cancelled. The weather at sea had stabilized, the yacht was in good shape, and the SOS had been withdrawn.

The Gallatin left New York the following morning, as originally scheduled. The 30-day patrol still lay ahead as a month of drifting in the ten-mile-square center of an imaginary square in the Atlantic Ocean between Bermuda and the Azores. Long days and nights would be spent making weather observations, collecting scientific data, contacting aircraft flying over the grid, conducting drills, and maintaining readiness.

The Gallatin is one of nine high-endurance Coast Guard cutters utilizing both diesel and gas turbine power, the latter for high-speed runs and increased maneuverability. Each ship's two Pratt & Whitney Aircraft FT4 gas turbine engines give her performance capabilities superior to conventional diesel-powered ships. The first jet cutter, the Hamilton, was launched by her manufacturer, Avondale Shipyards, on Decem-

The Gallatin, one of nine Coast Guard jet cutters, averages six months of the year at sea when assigned to patrol duty.



ber 18, 1965. She was the first major United States ship to employ a combined diesel and gas turbine main propulsion plant. The FT4 gas turbine engines aboard the nine cutters are based on the aircraft jet engines that power versions of the Boeing 707 and McDonnell Douglas DC-8 jetliners and numerous military aircraft.

The two turbines on each vessel generate 36,000 shaft horsepower in driving two 13-foot-diameter controllable pitch propellers. The cutters also have a third power source — a 350-horsepower bow propulsion unit for use in maneuvering alongside a dock and in rescue missions. Three more similar cutters are now under construction.

Captain Moser sees a promising future for gas turbine-powered ships. "The Navy is talking about putting them into new destroyers — commercial cargo ships powered by gas turbines are already in operation," he said. "The Gallatin and her sister ships are proof of the practicality of the concept."

The nine new cutters are considered choice duty by Coast Guardsmen, only partly because of the capability and reliability of the twin turbines. Perhaps more important to men assigned to the ships is the living environment. The jet cutters are the first Coast Guard ships in which particular attention was given to living conditions in the design. This is in recognition of the long, and sometimes uneventful, patrols to which the ships are assigned. All of the bulkheads and overheads are paneled. Gone is the maze of ducts, wires, and pipes seen on most ships. All living and mess spaces are completely air conditioned and painted in attractive pastel shades.

"You'd be surprised how many guys from other ships find friends to visit aboard the Gallatin — especially in the summer," one seaman remarked.

The crew's living spaces are partitioned into four-man living spaces. Each space has comfortable bunks, standing lockers, individual lights, and a writing desk. Each of the department berthing compartments has a small recreational area, with tables, chairs, playing cards, reading matter, and a color television set. The mess deck where the crew eats is roomy and well lighted. Six-man tables with upholstered swivel chairs attached provide a friendly, informal atmosphere.

Ham radio equipment is provided aboard the Gallatin. This allows the three amateur radio operators aboard ship to set up 'phone patches' with the mainland while the ship is at sea. The phone patch is a combination radio-telephone connection established with the help of a ham radio operator ashore.

Many of the crewmen were already looking forward to their first phone patch as the Gallatin got under way from Governor's Island. A busy day lay ahead. A series of drills, check-out procedures, and helicopter exercises were scheduled. Once the Gallatin was under the



A Coast Guard/Sikorsky HH-52A helicopter maneuvers into position for a landing on the Gallatin's 80-foot flight deck.

massive span of the Verrazano-Narrows Bridge and out into open sea, her special capabilities were brought into play with the command, "Switch to turbine power."

As the whine of the turbines became audible, a crewman remarked, "If the CO puts those turbines on full power, you'll see this ship move out." As the power and speed built up, the Gallatin moved out swiftly and gracefully. Speed was approaching 30 knots when the captain called "all back full." In half a minute, the Gallatin had backed down to a halt.

Preparing to order full ahead again, Captain Moser said, "When we become dead in the water, watch the wake those turbines throw up — and try to measure our time to flank speed." In 45 seconds the Gallatin was cutting through the water at 28 knots.

"After a year aboard, I still can't believe it," one veteran on the bridge remarked in awe.

The bridge itself is impressive. All equipment is mounted in consoles for ease of operation and maintenance. A closed-circuit television system allows bridge personnel to monitor visually what is happening in various parts of the ship. Portable TV cameras add to the flexibility of the system. One seafaring tradition has disappeared on the turbine-powered cutter. Gone are the huge wooden and brass ship's wheels. They have been replaced with a less impressive looking, but more efficient, ten-inch lever which pivots left and right to steer the ship.

"Diesel and gas turbine engines are operated by control levers, similar to those in a jetliner," explained Lieutenant Donald W. Troutt. "And we can shift from diesel to turbine power with almost no notice. Under emergency conditions, this gives us an enormous boost in power almost immediately."

The ship can be run from either wing of the bridge as well as from the bridge itself. She can also be run from the engine room, located aft between the turbines. The engine room is strikingly different from those on conventional ships. All controls, valves, gauges, and other equipment are located in a single soundproofed room and mounted in a large console which allows one man to monitor all engine functions and performance.

By the time Lieutenant Troutt finished his explanations, the first Coast Guard/Sikorsky HH-52A helicopter from New York had made radio contact with the Gallatin.

The crew made ready for the sight of the first of the helicopters. Two men in heat- and flame-resistant outfits sweated in spite of the damp cold. Tie-down crews to secure the helicopters to the flight deck methodically laid out their lines. The landing signal officer (LSO), on the helicopter deck of the Gallatin, picked up the first helicopter as a spot on the horizon. During the exercises his word is law.

The LSO, flags in hand, signalled the helicopter pilot closer, closer . . . until the aircraft hovered just feet above the deck. The LSO signalled the drop, and with barely a thud the whirring machine came to rest on

the deck. In less than a minute the tie-down crew had completed its work. Just as quickly the tie-down lines were removed and the copter took off again. By then another speck on the horizon was coming closer on an approach path to the ship.

And so it went hour after hour — landings and take-offs, one after the other. After dark, the landing signal officer's flags were replaced with lighted wands. The only sign of an oncoming helicopter was a set of pinpoint lights approaching the waving flashlights. Suddenly the big birds seemed to drop from nowhere onto the lighted deck. And off again they flew into the black of night. In five hours more than 50 landings and take-offs took place on the Gallatin's 80-foot flight deck.

Helicopter operations are not very popular with the crew of the Gallatin because they mean long hours and uncomfortable working conditions. But aboard a ship concerned with search and rescue operations, it is imperative to maintain proficiency in helicopter landing procedures.

When the word "secure from helicopter operations" was passed, the Gallatin's crew breathed a sigh of relief, headed to the mess deck for a cup of hot coffee, and settled back for the 30-day vigil on the Atlantic.

Now the heart of the ship was the combat information center, or CIC, where ships and aircraft are continually tracked and their courses plotted. Information from CIC flows constantly to the bridge.

As much of the crew settled down to a routine of daily tasks, the men who man CIC prepared for long, busy hours. In the eerie, blue semi-darkness of the center, a man is hunched over a radarscope. As a blip representing an aircraft appears, it is logged. Another man begins tracking its course. Radio contact is made with the pilot of the aircraft causing the blip. Meanwhile, other blips continue to appear on the radarscope and the work pace in the center quickens. A cutter on patrol may handle as many as 100 radar contacts a day with aircraft flying overhead, most of them commercial jets. The cutter confirms the plane's position through radar and provides weather information.

Other crewmen and four civilians from the United States Weather Service take weather readings from balloons sent aloft and collect oceanographic data. There are also facilities aboard for measuring and recording radiation, temperature, humidity, and atmospheric pressure. Radio teletype machines aboard the cutters provide rapid transmission of such data to stations ashore. The entire ship remains alert for any emergency within the 44,000 square miles of ocean she patrols in the Atlantic. Most patrols are routine. All hands anxiously await first sight of the relieving ship which will signal the Gallatin's return to home port.

"Everybody naturally wants to get home," said one crewman. "But if you have to go to sea, this is the way to do it."

Bridge personnel, bundled against the cold, man their stations as the Gallatin gets under way on a 30-day Atlantic patrol.

