



## USCGC DILIGENCE (WMEC 616)

### Ship Information

<b>Builders:</b>	Todd Shipyard, Houston, TX
<b>Keel Laid:</b>	August 29, 1962
<b>Launched:</b>	July 20, 1963
<b>Commissioned:</b>	August 26, 1964
<b>Decommissioned:</b>	August 01, 1990
<b>Rebuilt:</b>	U.S. Coast Guard Yard, Baltimore, MD
<b>Recommissioned:</b>	August 14, 1992, Wilmington, NC
<b>Officers:</b>	12
<b>Chief Petty Officers:</b>	6
<b>Enlisted:</b>	58
<b>Aviation Detachment:</b>	2 Officers, 3 Enlisted
<b>Armament:</b>	One 25mm Mk38 gun, Two .50 cal machine guns, Two M240Bs
<b>Small Arms:</b>	M-16s, 870 riot shot guns, .40 cal Sig Sauer P229dak
<b>Command &amp; Control:</b>	Shipboard Command and Control System 210, Automated Information System (AIS)
<b>Communications:</b>	Secure voice/data: HF, VHF, UHF & satellite
<b>Navigation:</b>	D-GPS, Loran-C
<b>Radar:</b>	Two AN/SPS-73
<b>Length:</b>	210 feet
<b>Beam:</b>	34 feet
<b>Draft:</b>	15 feet
<b>Maximum Speed:</b>	18 knots
<b>Range:</b>	5000 nautical miles
<b>Engines:</b>	Two Alco 251 CE 16-cylinder turbo diesels
<b>Horsepower:</b>	5100 shaft horsepower (2550 each shaft)
<b>Displacement:</b>	1109 tons
<b>Generators:</b>	Two Caterpillar, 250 KW each
<b>Salt Water Distillation:</b>	Village Marine RC 5000, 5000 gallons fresh water per day
<b>Rigid Hull Inflatable Boat:</b>	24ft Zodiac RHIB, Yanmar 6LP-STZE
<b>Motor Surf Boat:</b>	25ft Ocean Technologies, GM 353 Diesel
<b>Helicopter:</b>	HH-65C Dolphin, built by Aerospatiale
<b>Range:</b>	400 miles
<b>Maximum Speed:</b>	175 knots



# WELCOME ABOARD

## USCGC DILIGENCE (WMEC 616)

### WILMINGTON, NORTH CAROLINA "A COAST GUARD CITY"

## HISTORY

Following the Revolutionary War, the 13 American Colonies needed revenue for defense and other purposes. Revenues to fund these requirements were raised by Customs tariffs, which also served to protect the fledgling American industry. Customs houses were established in all major ports, and merchants were expected to clear customs and pay their tariffs on imported goods prior to unloading their cargos. To evade paying Customs tariffs, lawless merchants, or smugglers, unloaded their cargos at isolated locations. To stop the loss of revenue due to smuggling, George Washington's Treasury Secretary Alexander Hamilton created the Revenue Cutter Service in 1790. The Service patrolled the coast, preventing smuggling and ensuring Customs tariffs were paid. Revenue Cutters were called "Cutters" due to their typical fore and aft rig, which gave them the ability to point higher and sail faster, thus enabling them to outsail and run down the slower, square rigged, cargo-laden smugglers. Revenue Cutters were sometimes armed with one or two small cannons adequate to stop lightly armed smugglers. They established American law on the Atlantic coast and have been credited with putting our infant nation on its economic feet.

DILIGENCE I was one of the first ten Revenue Cutters. Built in 1791 in Washington, North Carolina, DILIGENCE I temporarily sailed out of New Bern, North Carolina prior to moving to her permanent homeport of Wilmington in October of 1792. DILIGENCE I distinguished herself by seizing a noted French smuggler in the Cape Fear area. The cutter's original master, Thomas Cooke, and his son, mysteriously disappeared in 1796 never to be seen again. Purportedly, the Cookes were killed in retribution for interdicting smugglers. The original Cooke home on 4<sup>th</sup> Street near St. Mary's church in Wilmington is reportedly haunted by the soul of Thomas Cooke.

DILIGENCE II, III, and IV quickly replaced DILIGENCE I. Each new cutter was bigger and faster, and all remained homeported along the Cape Fear River. By the 1830's, the DILIGENCE line temporarily ended after DILIGENCE IV was decommissioned. In 1915, the Revenue Cutter Service joined forces with the Lifesaving Service to become the modern day U.S. Coast Guard.

DILIGENCE V, a 125' diesel-powered Coast Guard Cutter was commissioned in 1919 and sailed out of New York, New York; Boston, Massachusetts; Cleveland, Ohio and finally Long Beach, California before being decommissioned in 1961. DILIGENCE V guarded the American coast against smugglers during the prohibition era and also served under the Department of Navy in World War II.

## TODAY

DILIGENCE VI, the current DILIGENCE, was commissioned in 1964. DILIGENCE VI is a 210', diesel-powered, helicopter-capable, Coast Guard Cutter with 76 crewmembers. DILIGENCE VI was originally homeported in Key West, Florida, but changed homeports to Cape Canaveral in 1983. In 1990, DILIGENCE VI was temporarily decommissioned for modernization. In 1992, following a 28 million dollar refurbishment, a virtually brand new, rebuilt, DILIGENCE VI was placed back in commission and homeported in Wilmington, North Carolina.

Returning to the homeport of her namesake, DILIGENCE VI has remained "On guard for America," patrolling the east coast of the United States, the Caribbean Sea, and the Gulf of Mexico rescuing mariners in distress, protecting our environment and valuable fisheries resources, halting the immigration of illegal migrants, and helping staunch the flow of illegal drugs and contraband entering the United States. DILIGENCE VI is the only active Coast Guard Cutter named after one of the first ten Revenue Cutters that is homeported in an original homeport.

## MISSION

Under the operational control of Coast Guard Atlantic Area located in Portsmouth, VA, DILIGENCE is at sea approximately 185 days a year. The remaining time is spent moored in Wilmington for vessel maintenance, provisioning, training, and crew rest. Patrols are typically 50-55 days long with an emphasis on certain missions and geographic areas.

### AREAS COMMONLY PATROLLED

- Caribbean Sea
- Windward Pass
- Yucatan Pass
- Mona Pass
- North Atlantic

### TYPICAL MISSIONS

- Homeland Security
- Drug Interdiction
- Alien Migrant Interdiction
- Fisheries Enforcement
- Search and Rescue

Minimizing the loss of life, injury, or property damage by rendering aid to persons and vessels in distress has always been a Coast Guard priority. To do this, DILIGENCE was designed from the keel up to perform Search and Rescue (SAR) missions. The bridge is higher than other similar-size ships to facilitate scanning for mariners in distress. The deck equipment and power of DILIGENCE's engines allow her to tow ships that are much larger than herself. The flight deck capabilities enhance the SAR mission as well as provide greater surveillance range for law enforcement. Helicopters are not permanently assigned to cutters, but when DILIGENCE sails on patrol, the Coast Guard air station nearest the patrol area will normally deploy an aviation detachment. This detachment of five personnel reports on board with all the required expertise and equipment to operate the helicopter for several weeks. At the completion of the patrol, the helicopter and crew return to their home air station.

## CREW

Crewmembers and their families live in the Wilmington - Cape Fear area. They have been transferred to DILIGENCE from other Coast Guard commands as near as Wrightsville Beach and as far away as Alaska. A crewmember can anticipate a two or three year tour onboard before being transferred. A ship is but a ship – and without a skilled and dedicated crew, a ship is only cold iron. DILIGENCE has been blessed with exceptional crewmen over the years and has been awarded two Unit Commendations and one Meritorious Unit Commendation for operational excellence. In her fifth decade of service, DILIGENCE continues to support the many maritime missions of the United States Coast Guard. No matter what the task, DILIGENCE and her talented crew stand SEMPER PARATUS, *Always Ready* to conduct traditional Coast Guard missions, as well as respond to emerging national priorities.

