

United States Coast Guard Cutter **BOUTWELL (WHEC 719):** The History and Legacy of a Decommissioning Cutter

“I feel that the USCGC BOUTWELL will have a proud history and eventually earn some claim to fame, at least within the Coast Guard. This of course remains to be borne out of future events and how you handle them!”

~ F. J. Lessing, Captain¹
Commanding Officer (1972-73)

In *The U.S. Coast Guard Engineer's Digest* of 1963, Lieutenant Commander H. E. Russell discussed in great detail the Coast Guard's plan for a new High Endurance Cutter. Touted as a “new ship...with the present speed and high capability requirements to achieve performance worthy of a ship which may see the 21st century,” Mr. Russell foresaw a cutter that could easily perform in an era well beyond the 25 year service-life originally placed on it.² Fifty-two years after his prediction, the Coast Guard Cutter *Boutwell* (WHEC 719) and five of her sister ships continue to operate in 2015, with all 12 serving in the 21st century. As *Boutwell* marks its 47th and final year of exemplary service to the United States, she stands as proof of Mr. Russell's prediction: a vessel that has stood the test of time – a 47-year-old platform with the mechanical and operational strength to face the daunting challenges and associated missions of a 21st century world. Throughout her distinguished career, *Boutwell* served in both domestic and international theatres, flexing her might in the dynamic and austere environments from the Caribbean, Mediterranean, and Persian Gulf, to the North Atlantic, Eastern Pacific, and Bering Sea. As her time in the Coast Guard fleet comes to a close, *Boutwell* will be remembered as an ambassador for global maritime cooperation, fierce combatant of narco-terrorism, protector of living marine resources, and safe haven for those in distress.

Hamilton-class Cutter Overview

Coast Guard Cutter *Boutwell* (WHEC 719) is one of 12 Hamilton-class, 378-foot, High Endurance Cutters, which are named after early Secretaries of the Treasury and Coast Guard Heroes. The class includes the cutters *Hamilton* (WHEC 715), *Dallas* (WHEC 716), *Mellon* (WHEC 717), *Chase* (WHEC 718), *Sherman* (WHEC 720), *Gallatin* (WHEC 721), *Morgenthau* (WHEC 722), *Rush* (WHEC 723), *Munro* (WHEC 724), *Jarvis* (WHEC 725), and *Mellon* (WHEC 726). Although 36 cutters of this class were originally planned, only 12 were ever built. All Hamilton-class cutters were constructed at the Avondale Shipyard in Westwego, Louisiana, from January 1965 to September 1972.³

Pre-Modernization Outfit and Configuration⁴

The Hamilton-class was designed to be an extremely versatile platform, capable of performing mid-ocean search and rescue, oceanography, law enforcement, and combat operations. Equipped with two 3,600 horse power, 12 cylinder Fairbanks Morse diesel engines and two Pratt and Whitney gas turbines, they were the first U.S. vessels with combination diesel or gas turbine operation. Displacing nearly 2,800 tons, these cutters had a cruising range of 12,000 miles at 20 knots while operating in diesel mode. They could also achieve 29 knot speeds while operating on both main gas turbines. In order to achieve such speeds, they were outfitted

with two inward rotating, four blade, 13-foot, controllable pitch propellers; the largest of this kind ever installed on a U.S. ship at the time. Rounding out their propulsion plants, they also had a 360 degree retractable bow propulsion unit which could be used for station keeping and maneuvering in restricted waters.

Apart from their enviable propulsion plants, the High-Endurance Cutters were also outfitted with an array of sensors and weapons. In order to conduct deep sea oceanographic data collection, each ship was equipped with an electro-hydraulic winch and bathythermograph winch capable of collecting salinity, temperature, and depth readings. Between the exhaust stacks and turbine intakes was located a weather balloon shelter and aerological office. Due to their research oriented missions, each cutter also featured a wet and dry laboratory. With a fully outfitted combat information center, the Hamilton-class was capable of serving in combat operations or as a sea-based rescue coordination center. The bow featured a 5-inch, 38 caliber gun controlled by the Mk-56 gunfire control system. Installed amidships were two Mk-32 torpedo mounts, each with three tubes, directed by a Mk-105 underwater battery fire control system. Additionally, each ship was outfitted with two 81-mm mortars and two .50 caliber machine guns. To aid in the execution of anti-submarine warfare as well as search and rescue operations, the Hamilton-class had an unobstructed 80-foot flight deck as well as two 26-foot surfboats.

Two additional design features of this class made them unique from previous Coast Guard ship designs. First was the particular attention paid to the habitability of its living spaces. With all fully air-conditioned and coated with a paint scheme that was chosen based on eye-resting colors, these spaces were designed to be comfortably inhabited during long journeys at sea. The second feature was the installation of a closed-circuit television system. Through a portable camera, as well as fixed cameras throughout the ship, activities such as flight operations, combat operations, towing, engine and machinery space operations, as well as damage control efforts could all be monitored on television screens located on the bridge, damage control central, and the ship's two repair lockers.

378' Fleet Renovation and Modernization Program⁵

During the late 1980s and early 1990s, the Coast Guard's Hamilton-class cutters were overhauled during a major mid-life maintenance availability under the Fleet Renovation and Modernization (FRAM) Program. Following an agreement by the Navy/Coast Guard Board, this overhaul also included extensive upgrades to the cutters' combat systems and armament, most of which was installed after the completion of the FRAM Program overhaul. Besides the obvious benefit to the Coast Guard in improving an aging class, the U.S. Navy saw the FRAM Program as a relatively low cost investment from which they would reap a valuable force multiplier. At approximately the cost of building one Navy Frigate, these 12 updated ships would offer modernized Anti-Surface and Anti-Submarine Warfare capabilities and a trained crew that could easily be called upon in a time of war.

Engineering equipment overhauls and replacements as well as various configuration changes dominated the bulk of the FRAM Program workload. During the availability, both main diesel engines and both main gas turbines were removed and returned to their subsequent manufacturers for complete overhaul and returned in "like new" condition. The emergency gas turbine generator was standardized across the class with all being overhauled or replaced. All pumps, compressors, and valves on various systems were also upgraded or replaced. Various fuel tank and piping configuration changes were made and all tanks received a new coating system. The heating, ventilation, and air conditioning system was completely redesigned with any remaining components overhauled. In order to improve dated firefighting capabilities, an

Aqueous Fire-Fighting Foam (AFFF) and HALON system was included in machinery spaces as well as the newly installed retractable hangar. A fuel probe system was also installed to aid at fueling-at-sea evolutions.

Extensive hull plating and structural member replacement was required given most of the cutters had completed 20 years of service. Configuration changes included the relocation of the Combat Information and Communications Centers from the 01 and 02 decks in the superstructure to the third deck within the hull. After the relocation, berthing areas were created in the now open areas of the superstructure. The aft mast was updated to a tri-pod design in order to handle the weight of newly installed combat systems. The deck house was extended to accommodate the control booth and loading space of the new deck gun (later called the gun deck). A retractable hangar was also installed on the flight deck in order to meet new helicopter storage and maintenance requirements.

In addition to the hangar, various other improvements were made to enhance shipboard helicopter operations. A glide slope indicator was installed above the hangar to aid in nighttime approaches to the cutters. Deck status lights, deck and hangar wash lights, line-up lights, and wave-off lights were also installed to improve visual communications, enhancing flight crew and flight deck personnel safety during evolutions.

Improvements in armament were also extensive as part of the FRAM Program. The Mk-36 Mod 1 Super Rapid Blooming Offboard Chaff (SRBOC) launcher system was installed on the Stardeck which provided enhanced Electronic Counter Measures (ECM) capabilities. The Mk-30, 5 inch gun was replaced by a more reliable and maintainable Mk-75, 76 mm gun system. The Mk-32 Surface Vessel Torpedo Tube (SVTT) was upgraded from the Mod 5 to the Mod 7.

Various electronics upgrades and replacements were also accomplished during the FRAM availability. The AN/SPS-29D Air Search Radar was replaced by the AN/SPS-40B (later updated to the 40E). The Mk-92 Mod 1 Fire Control System (FCS) replaced the dated Mk-56 Gunfire Control System (GFCS), significantly improving the cutters' ability to track and engage surface and air contacts. A Raytheon Collision Avoidance System (RAYCAS) was added to the AN/SPS-64V Surface Search Radar (later replaced by the AN/SPS-73) which provided automatic tracking of contacts, enhanced collision avoidance, and computing of vessel intercepts and maneuvers. The Electronics Surveillance Measures (ESM) suite was also improved with the addition of the AN/SLA-10B to the AN/WLR-1C (later upgraded to the WLR-1H).

Post-Modernization Outfit and Configuration

Upon completion of FRAM, additional weapons systems were installed during subsequent availabilities. The Mk-15, 20 mm Phalanx Close In Weapons System (CIWS), two Mk-38 M242 25 mm Bushmaster auto-cannons, and two quadruple HARPOON surface to surface missile (SSM) launchers were planned for install following the major renovation.⁶ Although the Mk-15 CIWS and Mk-38 Bushmaster installations were completed in the early 90s, the SSM launchers were only outfitted on a portion of the class before the entire program was scrapped in 1992.⁷ Following the end of the Cold War, the U.S. Coast Guard and Navy decided that the current military threat no longer warranted the installation of SSM launching systems on Coast Guard cutters. In addition to this assessment, the anti-submarine warfare capabilities of the cutters was also considered unnecessary and all associated equipment was removed⁸ including the Mk-32 SVTT, AN/SQS-38 SONAR, Mk-309 Mod 0 Underwater Battery Fire Control and the AN/SLQ-25 (NIXIE) torpedo countermeasure system.

The Boutwells

Boutwell, like nine of her sister ships, was named after a former Secretary of the Treasury. *Boutwell's* namesake, George Sewall Boutwell, was born in 1818 in Brookline, Massachusetts. Prior to his years as Secretary, Boutwell served as a Democrat in the Massachusetts House of Representatives (1842-1844, 1847-1850) and later became Governor of Massachusetts in 1850. After serving two, one year terms, Boutwell left the governorship. Due to his stance on slavery, Boutwell also left the Democratic Party, later helping establish the Republican Party in 1855. During the Civil War, Boutwell joined the Union, serving first on a military commission in the War Department in 1862 and later as the first commissioner of internal revenue until 1863. In 1863, Boutwell was elected to the United States House of Representatives, serving a six year tenure. During that time he also served as one of the House managers in the impeachment of President Andrew Johnson. Under President Ulysses S. Grant, Boutwell was selected to serve in the President's cabinet as Secretary of the Treasury, a position he held from 1869 to 1873. He would later leave the cabinet to fill a vacancy in the United States Senate where he served for four years. Under President Rutherford B. Hayes, Boutwell assisted in the codification of congressional laws in 1878 as well as served as the American counsel to the French and American Claims Commission. After refusing an offer by President Chester A. Arthur to return as Secretary of the Treasury, Boutwell lived out the rest of his life practicing international law and serving as counsel for the governments of Chile, Haiti, and Hawaii. Boutwell also served as a founding member and first president of the Anti-Imperialist League from 1898 to 1905. Boutwell died in 1905.⁹

Boutwell (WHEC 719) is the third and longest serving cutter named after the former Secretary of the Treasury. The first cutter to bear the name was built in Buffalo, New York, in the early 1870's at a cost of \$70,000. *Boutwell*, an iron hulled topsail schooner, had a semi-compound steam engine and a complement of 38 sailors. She was commissioned on October 29th, 1873, and patrolled along the southeastern coast with a directed monthly cruise to Jacksonville, Florida. In 1881, a hurricane forced her aground in the Savannah River causing extensive damage to her hull and machinery. She was refloated and repaired in 1882 and continued regular patrols along the eastern coast until her decommissioning on July 26th, 1907.^{10,11} Twenty years later, the second *Boutwell* was built in Camden, New Jersey, at a slightly lesser cost of \$63,173. *Boutwell* (WPC-130) commissioned on March 15th, 1927, and was originally stationed in New York. Like the other Active-class Patrol Boats, *Boutwell* was designed to monitor "motherships" during the Prohibition Era. In 1940, she shifted homeports to Panama City, Florida, where she remained during World War II.^{12,13,14} In 1942, *Boutwell* was credited with rescuing the crews of the tanker *R.W. Gallagher*¹⁵ and supply ship *Alco Puritan* after each was torpedoed and sunk by German U-Boats.¹⁶ *Boutwell* was later decommissioned on May 7th, 1963, after 36 years of dedicated service.¹⁷

Early History (1968 – 1989)

On December 12th, 1966, over three years after the decommissioning of the previous ship to bear the name, *Boutwell's* keel was laid at the Avondale Shipyard in Westwego, Louisiana. On June 17th, 1967, six months into her construction, *Boutwell* was launched into the Mississippi River accompanied by an official ceremony. The honorable C. Douglass Dillon, former Secretary of the Treasury, was the principal speaker at the launch. Vice Admiral Paul E. Trimble, the Coast Guard's Vice Commandant, presided over the ceremony. Mrs. Dillon, the wife of the former

Secretary, proudly served as the cutter's sponsor, breaking the commemorative bottle on the ship's bow and officially christening the *Boutwell* for sea.¹⁸

Boutwell commissioned on June 24th, 1968, in New Orleans, Louisiana. Her first Commanding Officer, Captain Arthur Shultz, was an experienced cutterman with four previous commands including Commanding Officer of the Coast Guard Barque *Eagle*. Rear Admiral Ross Bullard, the Coast Guard's Eighth District Commander, presided over a ceremony that celebrated *Boutwell* as "the newest and finest cutter in the Coast Guard," flaunting her many operational capabilities and enhanced habitability. Lieutenant Commander John William Kime, future Commandant of the Coast Guard, was *Boutwell's* first Engineer Officer.¹⁹

North Atlantic Operations

Following her commission, *Boutwell* sailed to her first homeport in Boston, Massachusetts. During the late 1960s and early 1970s, *Boutwell* was assigned to ocean weather station duty and mid-ocean search and rescue operations in the North Atlantic Ocean. A typical patrol at an ocean weather station was 21 days during which time a unit collected oceanographic and atmospheric data. Surface weather observations were transmitted every three hours with instrumental balloon data collected every six hours. Weather balloons provided air temperature, humidity, pressure, and wind direction and speed up to elevations of 50,000 feet. A radio beacon would transmit the ship's location so that overflying aircraft could locate them and collect the recorded data.²⁰

While serving as an ocean weather station in February 1972, *Boutwell* was dispatched to a location 800 miles northeast of St. John's, Newfoundland, to serve as a search and rescue unit for a disabled Soviet H-2 nuclear powered submarine. A NATO maritime patrol aircraft had spotted the sub during a routine surveillance flight from Iceland.²¹ For eight days, from February 26th to March 5th, *Boutwell* battled 60-foot seas and 80-mile per hour winds, remaining on scene with the disabled submarine and ready to render immediate assistance if required. On March 5th, *Boutwell* was relieved by the *Gallatin* who remained on scene until the 21st. While alongside the sub, various Soviet vessels arrived to render assistance and affected repairs. Eventually, the Soviet submarine was towed safely to a Russian port.²² For her efforts, *Boutwell* received a Meritorious Unit Commendation from the Secretary of the Navy.²³

In April of 1973, the Coast Guard announced the discontinuation of the ocean weather stations. With new satellite technology capable of weather observations and newer jet aircraft that no longer relied on ocean weather station data, the weather stations became obsolete, with all being discontinued or replaced with weather buoys by 1977.²⁴ With the closing of the weather stations, the Coast Guard increased their focus on fisheries patrols in Alaska. The shifting in priorities also meant a new homeport for the recently commissioned *Boutwell*.²⁵

North Pacific and Bering Sea Operations

In July 1973, after over five years of service to the Coast Guard's Atlantic Area, *Boutwell* departed Boston for her new homeport in Seattle, Washington.²⁶ During the transit to Seattle, on August 19th, *Boutwell* received word of a fishing vessel taking on water about 40 miles Northwest of Depoe Bay, Oregon. *Boutwell* diverted her course and arrived on scene with the 52-foot fishing vessel *Juliette* and immediately began dewatering efforts. *Boutwell's* crew was able to stop the flooding and escorted the fishing vessel to safety. Even before arriving at her new home on the West Coast, *Boutwell* was already proving herself as a highly capable asset to the Coast Guard's Pacific Area.²⁷

Less than a month later, on September 8th, *Boutwell* departed on her first of many patrols in the Gulf of Alaska and Bering Sea. This 44-day patrol, like the many others that followed, was part of a year-round effort by the Coast Guard and National Marine Fisheries Service to impede illegal foreign intrusion and exploitation of marine resources in Alaskan waters.²⁸ On October 17th, while on a routine patrol in Alaska, *Boutwell* was diverted to assist the 35-foot fishing vessel *Sundance* which was taking on water north of Kodiak. Battling 12-foot seas and 50-knot winds, *Boutwell* was able to send a repair party over and control the flooding. She later escorted the fishing vessel safely to Kodiak,²⁹ receiving a letter of gratitude from one of the crew members as well as accolades from the then Alaskan Senator, Ted Stevens.³⁰

In the fall and winter of 1973, *Boutwell* was tasked with two unfortunate cases that ended in tragedy. On October 17th, the 85-foot crabber *Dauntless* departed Ketchikan enroute to Dutch Harbor, never to be heard from again. *Boutwell* and seven planes spent several days searching for the four-member crew but no sign of the vessel was ever found.^{31,32}

On December 19th, *Boutwell* was in port Seattle with her crew on 72-hour standby leave. On that day, the *Oriental Monarch* made a distress call stating she was sinking 500 miles off Victoria, British Columbia. The crew was recalled and by 7 p.m. that night, *Boutwell* set sail with less than 100 of her 160-man crew, immediately battling heavy seas in her sprint to the distressed vessel.³³ The 10,000 ton freighter *Oriental Monarch* had unloaded 13,000 tons of wheat from Astoria and Vancouver before departing for Japan on December 16th. It was speculated that the *Oriental Monarch* lost power in 30-foot seas and 60-knot winds, resulting in the vessel taking punishing waves broadside.³⁴ The crashing waves caused the freighter's cargo hatches to lift, allowing water to enter the hold and causing the wheat to swell with destructive force.³⁵ At the time of distress, the *Oriental Monarch* was taking on water in the engine room. Nine hours after the call, the Liberian freighter sank in gale force winds and heavy seas approximately 520 miles northwest of Victoria. Despite responses by Japanese, Russian, Canadian, and American aircraft and vessels, the entire crew died in the frigid waters.³⁶ In this extremely unfortunate case, *Boutwell* served as a recovery vessel, battling heavy winds and seas to remove 31 deceased crew members still wearing life jackets from the water. *Boutwell* returned to Seattle on December 22nd to transfer the victims to medical examiners for identification.³⁷

After a brief inport period following the *Oriental Monarch* case, *Boutwell* set sail for San Diego in March 1974, to conduct refresher training in damage control, engineering casualties, communication, and nuclear, biological and chemical defense.³⁸ Upon completion of refresher training, *Boutwell* participated in a combined U.S. Third Fleet and Canadian naval training exercise named "Bead Coral." The exercise, which involved 20 ships, 120 aircraft, and 120,000 servicemen, emphasized anti-submarine and air defense warfare tactics.³⁹ After the early summer exercise, *Boutwell* was tasked with manning Ocean Station November between Hawaii and San Francisco from mid-May to mid-June. On June 11th, *Mellon* arrived on station to relieve *Boutwell*. During the relief, a fuel line broke loose spraying fuel onto one of the *Boutwell's* main diesel engines. The fuel ignited, causing a devastating fire to break out in the engine room. Although the ship's crew were able to subdue the fire, one main diesel engine and one main gas turbine were damaged in the blaze. Despite the damage, *Boutwell* was able to sail home to Seattle under her own power for repairs.⁴⁰

In late September 1974, *Boutwell* again set sail for a six week Alaska Patrol in which she conducted living marine resource protection and enforcement as well as oceanographic research operations.⁴¹ During the short patrol, her law enforcement personnel conducted several boardings

of foreign fishing vessels.⁴² *Boutwell* returned in mid November to her homeport of Seattle, just in time for the holidays.⁴³

Boutwell continued this pattern of refresher training and Alaska Patrols in 1975. She departed in January for a six week training in San Diego,⁴⁴ followed by two, one and a half month Alaska Patrols in the spring⁴⁵ and fall.⁴⁶

On January 16th, 1976, while in port in Seattle, *Boutwell* was dispatched on a search and rescue mission after the Panamanian freighter *Caspian Career* was reported in distress. The 476-foot freighter was reported in very serious trouble after suffering structural failures and cracked plating in her cargo hold. When the *Caspian Career's* 34 person crew attempted to dewater the hold, the pumps were quickly clogged with the freighters cargo of potash.⁴⁷ In desperation, the crew began bailing out water with buckets. With over 20 feet of water in her cargo hold, the bulkheads of the adjoining hold began to buckle under pressure. *Boutwell* arrived on scene and immediately began assisting with dewatering efforts. The water level dropped to 10 feet and holding, allowing the vessel to reach San Francisco on January 23rd under escort from the Coast Guard Cutter *Resolute*.⁴⁸ Both Coast Guard cutters were later recognized by Vice Admiral J. J. McClelland, the Pacific Area Commander,⁴⁹ and the vessels owners, Prompt Shipping Corporation Ltd. of Hong Kong.⁵⁰

Boutwell would later depart on a six week Alaska Patrol in the spring of 1976.⁵¹ On April 24th, *Boutwell* assisted the National Oceanic and Atmospheric Administration ship *Surveyor* after she suffered a significant reduction gear casualty. *Boutwell* towed the disabled vessel to Kodiak where she was rapidly repaired. Had *Boutwell* not been able to assist, the *Surveyor* would have been forced to operate the damaged equipment, and, assuming she would have made it to Kodiak, would have been laid up for a year pending advanced repairs and re-fabrication of her gears.⁵²

Following her Alaska patrol, *Boutwell* participated in a joint exercise off the coast of southern California from June 21st to June 30th, 1976.⁵³ Named "Operation Readix 4-76", the exercise included 14 ships and more than 9,500 servicemen and was designed to test and improve the readiness of the U.S. Third Fleet. During the operation, anti-submarine and surface warfare tactics were exercised in addition to missile firings.⁵⁴

With the passing of the Fishery Conservation and Management of 1976, which extended the United State's Exclusive Economic Zone out to 200 miles, *Boutwell* saw more extensive and longer patrols in the Bering Sea. At the time of its passing, Alaskan waters generated nearly 10 percent of the world's fishery resources.⁵⁵ In the summer of 1977, *Boutwell* departed Seattle for an 11-week patrol in Alaska. During that time she enforced the recently passed law as well as conducted various search and rescue operations.⁵⁶ The first of these operations included the medical evacuation of an injured Japanese fisherman from the trawler *Jikyū Maru* on May 15th.⁵⁷ A month later, *Boutwell* rescued four men from a life raft after their motor vessel, the *Ahaliq*, sank along with the ship's captain about 45 miles north of Port Heiden off the Alaska Peninsula.⁵⁸ While transiting home to Seattle on October 11th, *Boutwell* was diverted to assist the *Blue Swan*, a 32-foot fishing boat that was sinking off the coast of Victoria. *Boutwell* arrived in time to assist with dewatering efforts before transferring the fishing vessel to the 82-foot Cutter *Point Bennett* for escort to safety.⁵⁹

After a long maintenance availability, *Boutwell* again headed south to San Diego to conduct operational refresher training in the summer of 1978. Apart from the training exercises, *Boutwell* also conducted a live gunnery exercise as well as sensor calibration at San Clemente

Island and Long Beach respectively.⁶⁰ Later that year, *Boutwell* conducted yet another 60-day Alaska Patrol during which she conducted surveillance operations and enforced international treaties and U.S. laws. Throughout the patrol, *Boutwell* conducted 39 law enforcement boardings on Japanese, Soviet, and South Korean fishing vessels. While transiting home in December, *Boutwell* participated in a search and rescue case west of Kodiak Island. Using her helicopter, *Boutwell* located an overturned crab boat, later rescuing its only survivor.⁶¹

Boutwell would continue cyclical patrols in Alaskan waters during 1979, conducting patrols in the early spring⁶² and summer⁶³ of that year. During the 60-day spring patrol, *Boutwell's* law enforcement teams conducted 11 foreign fishing vessel boardings, issuing five citations.⁶⁴ In late May and early June, *Boutwell* headed to a short drydock period for repairs in Lake Union, just north of Seattle Washington.⁶⁵ During the summer patrol, *Boutwell* participated in Operation Arctic West, earning her blue nose and becoming the second Hamilton-class cutter to cross the Arctic Circle. While on patrol, *Boutwell* executed 15 law enforcement boardings of foreign fishing vessel in addition to two search and rescue cases. She returned home from the 90-day patrol on August 19th.⁶⁶

The Prinsendam Rescue

For the *Boutwell* crew, the 1980's began in much the same manner as they had for the past seven years. During the summer, *Boutwell* conducted a two month Alaska Patrol in which she completed 20 law enforcement boardings of foreign fishing vessels in addition to responding to four search and rescue cases.⁶⁷ Later that year, she departed on a second patrol, one that would put her name on the front pages of the world's newspapers.

On October 4th, 1980, *Boutwell* was moored in Juneau, Alaska, participating in the city's centennial celebration when, at 1:40 am, she received tasking to get underway in support of an urgent search and rescue case 429 miles east of Kodiak. At 1:00 am, in the early hours of the 4th, Communication Station San Francisco had received a distress call from the luxury liner *Prinsendam* reporting an out of control engine room fire. The hours and days that followed marked what has become known as one of the most miraculous air and sea search and rescue mission of all time.⁶⁸

The *Prinsendam* was the newest of five luxury liners owned by Holland/American lines of the Netherlands. It was 427 feet long with a breadth of 62 feet and a draft of 19 feet. Its cruising speed was 19 knots and it had a gross register of 9,000 tons. As a cruise ship, the *Prinsendam* was known for its amenities and creature comforts. Among these were a swimming pool, restaurant, three bars, a cinema, a shopping center, and 209 staterooms. The *Prinsendam* began its voyage in Vancouver, British Columbia, on Tuesday, September 30th, 1980. It was to be an extensive 31 day cruise through the inside passage of southeast Alaska to Ketchikan, Shanghai, Hong Kong, and Singapore. A total of 519 persons were aboard the vessel including 164 Indonesian crew members, 26 Dutch officers, and 329 passengers, most of whom were elderly.⁶⁹

The eventual rescue of the *Prinsendam's* entire crew and passengers was a joint effort by the U.S. Coast Guard, U.S. Air Force, Canadian Armed Forces, and the Merchant Marine. *Boutwell* was among the first to respond, along with Coast Guard Cutter *Woodrush*, Coast Guard Cutter *Mellon*, four H-3 helicopters, two HC-130 cargo planes, two CH-46 Canadian Armed Forces helicopters, and three Canadian fixed wing aircraft. Additionally, the U.S. Air Force supplied an H-3 helicopter and an HC-130 refueler. The 1,000 foot tanker *Williamsburgh* also

played a vital role in the rescue, as it was equipped with a helicopter pad and had room to house all 519 survivors.⁷⁰

By 5:12 a.m. on the 4th, the fire had spread forward and upward, eliminating the ship's power and firefighting capability. At 5:15 a.m., the order was given by the Master of the *Prinsendam* to abandon ship. Six lifeboats, one covered motor launch, and four life rafts were launched into 5 to 10-foot seas with 10 to 15-knot winds. Only 50 members of the crew were left on board to attempt to fight the fire. Stormy weather approached as helicopters started lifting survivors to the tanker *Williamsburgh*. The weather deteriorated steadily during the night and hoisting operations became increasingly difficult. At 1:45 p.m., *Boutwell* arrived on scene as winds reached over 25 knots and the seas grew to 20 to 35 feet. The *Williamsburgh* headed for Yakutat, Alaska and remaining survivors were quickly lifted to *Boutwell*. By 4:30 p.m., only one lifeboat of survivors remained to be transferred. At 6:45 p.m. all 519 survivors were believed to be accounted for by either *Boutwell*, the *Williamsburgh*, or in Sitka. Once onboard, survivors received immediate medical attention, blankets, and food. With the known survivors safe, several vessels were released from the rescue operations, but *Boutwell* remained on scene in order to serve as a landing platform for a helicopter medical evacuation of two serious medical cases.⁷¹

Once a head count of survivors was conducted, it was discovered that two Air Force pararescuemen were unaccounted for, having last been seen in a lifeboat with about 18 other survivors. *Boutwell* and *Woodrush* began the search for the lifeboat at 12:15 a.m. on Sunday, October 5th. Within 45 minutes, the craft was located by *Boutwell* and all 18 survivors and both pararescuemen were taken aboard and transported to Sitka. Meanwhile, the *Prinsendam* continued to smolder. On October 7th, once most of the smoke had subsided, the ocean-going tug *Commodore Straights* placed the *Prinsendam* in tow. Progressive damage due to "hot spots" left over from the intense heat of the fire made the *Prinsendam* increasingly difficult to tow. By Thursday, October 9th, the upper decks were extensively burned out and the bridge area was at the point of total collapse. Having sustained significant damage including the failure of multiple port lights in her lower decks, water was able to penetrate the hull. By Friday, October 10th, the *Prinsendam* had a 35° list. The list had increased to 40-45° by Saturday and at 3:30 a.m. that same day, the *Prinsendam* rolled on its starboard side and sank within three minutes into 9,000 feet of water.⁷²

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A few weeks after the famous *Prinsendam* rescue, *Boutwell* was again diverted on a search and rescue case 740 miles southwest of Kodiak. The offshore drilling platform *Dan Prince*, which was being towed from Alaska's Norton Sound to a location off the Ivory Coast in Africa, transited into a low pressure system with 60-knot winds and 30-40 foot seas. The harsh weather caused her helicopter landing platform to collapse, severing her tow line and damaging her ballast tanks.<sup>73</sup> After drifting for two days, *Boutwell* arrived on scene, rescuing all 18 men aboard the 208-foot platform, and remaining on scene as the rig was again placed in tow.<sup>74</sup> The next morning, on October 22<sup>nd</sup>, 1980, the *Dan Prince* capsized and sank in heavy seas.<sup>75</sup>

On November 7, 1980, *Boutwell* returned to a hero's welcome in Seattle, having completed its most unique and challenging Alaska Patrol to date. Upon her return, *Boutwell* received a fireboat water salute and was later greeted at the pier by Rear Admiral Charles E. Larkin, the Coast Guard's Thirteenth District Commander, survivors of the *Prinsendam* rescue, Henry Hopkins, honorary consul for the Netherlands, city and Port of Seattle officials, as well as the families and friends of the crew. The ceremony honored *Boutwell* for her crew's exemplary performance during the *Prinsendam* and *Dan Prince* rescues, both of which ended with no loss of life.<sup>76</sup>

After less than a month inport, *Boutwell* departed for various military exercises off the southern California coast. From December 8<sup>th</sup> through the 15<sup>th</sup>, *Boutwell* participated in operation “Readiex 1-81,” a maritime combat readiness exercise with the U.S. Navy.<sup>77</sup> Shortly after, *Boutwell’s* crew participated in another naval exercise, “Kernel Usher 1-81.” This multi-ship amphibious exercise focused on anti-air and anti-missile defense tactics in addition to special operations with underwater demolition teams and the U.S. Navy SEALs.<sup>78</sup> Apart from *Boutwell*, 1,500 U.S. Marines, five U.S. Navy amphibious assault ships, one Forrest Sherman-class destroyer, and one attack submarine participated in the multi-day exercise.<sup>79</sup>

At the beginning of 1981, *Boutwell’s* crew enjoyed a short inport in Seattle before departing on yet another two-month Alaskan Fisheries Patrol. The patrol included 11 boardings of foreign fishing vessels from Poland, Korea, and Japan, as well as critical habitat preservation off the coast of Attu Island.<sup>80</sup> On March 9<sup>th</sup>, 1981, *Boutwell* was tasked with assisting the U.S. Navy in neutralizing a potential pollution hazard just off the western coast of Attu Island. The 291-foot Korean freighter *Daerim* was aground, having been taken in tow by a Soviet salvage ship earlier in the week and subsequently released. The *Darien* had caught fire on February 27<sup>th</sup> with only two of her 26 crewmembers rescued after abandoning ship. With 110,000 gallons of diesel fuel onboard, the ship had the potential to wipe out an entire flock of birds that normally nested on Attu Island during the early spring. The adjoining area was also a habitat for thousands of sea lions and other marine mammals.<sup>81</sup> The *Boutwell* crew managed to puncture the last remaining tank so that the fuel could disperse before it could impact the seals’ breeding season<sup>82</sup> and the yearly arrival of migrating birds.

During the following Alaskan Fisheries Patrol in the summer of 1981, *Boutwell* conducted routine inspections of foreign fishing vessels and ensured compliance with the 200-mile fishing conservation zone. During the patrol, *Boutwell* rescued two Japanese crewmen who were injured after an explosion occurred in the engine room of their fishing trawler.<sup>83</sup> While transiting home on September 3<sup>rd</sup>, *Boutwell* was diverted to assist the U.S. Navy’s Third Fleet and Canadian Maritime Force Pacific in a surveillance operation off the coast of Washington and Oregon. A Soviet Patrol unit including a Kara-class missile cruiser, two Kirva-class guided-missile frigates, a replenishment ship, and possibly a submarine were transiting south along the Pacific Coast, coming closer to the U.S. western coast than they had in nearly 10 years.<sup>84</sup> Their presence was believed to have been a reaction after two Libyan fighters were shot down by American planes in the Mediterranean.<sup>85</sup> The surveillance operation ended without incident.

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*Death, Drugs, and Sabotage: The “Orca” Interdiction*

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On June 20<sup>th</sup>, 1982, after a recent departure from a port call in Anchorage, *Boutwell* was steaming in the Gulf of Alaska when a 39-foot sailboat was sighted approximately 700 miles south of the Aleutian Island chain. Due to the sailboat’s size and distance from land, Captain Krumm became suspicious and decided to send a boarding team over to conduct a vessel safety inspection. During the inspection, the boarding party discovered numerous foil and plastic wrapped packages that the *Orca’s* crew claimed were filled with dried fruit. Once the boarding officer informed the skipper, John Humphrey, that he intended to test the contents for drugs, Humphrey said “how about for \$100,000 we don’t proceed any further and you just look the other way.”<sup>86</sup> Declining the skipper’s offer, one of the packages was tested and found positive for marijuana. The crew was taken into custody and the *Orca* and her cargo were seized. In total, the 580 packages, each weighing an estimated five pounds, contained more than 3,100 pounds of

high-grade southeast Asia marijuana, with an estimated street value of \$3 million. A shotgun, rifle, and .45 caliber handgun, as well as a small amount of cash were also found onboard. After transferring the *Orca* crew to *Boutwell*, the ship was placed in tow and *Boutwell* set her course for Dutch Harbor. The *Orca* interdiction marked the first marijuana interdiction by an Alaskan-waters cutter in the Coast Guard's history.<sup>87</sup>

After the interdiction, crewmembers regularly joked about stealing the *Orca*'s leafy green cargo. Unfortunately for Captain Krumm, the joke quickly became a sad reality that plagued the *Boutwell* on its transit to offload the contraband. On the night of June 22<sup>nd</sup>, a watchman on a round of the ship discovered 50 gallons of fuel sloshing around in *Boutwell*'s steering room. The casualty was suspicious and it didn't take long before other signs of trouble were found including a severed fuel line and damaged electrical connectors to the emergency gas turbine generator, *Boutwell*'s emergency power supplier.<sup>88</sup> In the engine room, lubricating oil had been drained from one of *Boutwell*'s primary generators in an attempt to permanently damage the engine.<sup>89</sup> Crewmen also discovered a fire hose shoved into a fuel tank opening in an attempt to contaminate and disable *Boutwell*'s propulsion engines. A Fireman B was found nearby and immediately questioned for his involvement. It didn't take long for Fireman B to implicate himself and another, Seaman Apprentice G, in a sabotage attempt which could have disabled *Boutwell* hundreds of miles from land with no means of power generation or propulsion. Fireman B and his accomplice had planned to disable *Boutwell* before floating back to the *Orca*, cutting the tow, and hijacking the vessel.<sup>90</sup> Seaman Apprentice G would later admit to conspiring with Fireman B to commandeer the sailboat, stealing two survival suits as well as paint and brushes so that the *Orca* could be repainted after it was stolen.<sup>91</sup> After the discovery of the ill planned sabotage attempt, *Boutwell* changed course for Kodiak, fearing that other smugglers associated with the *Orca* might be in the area.<sup>92</sup>

On June 29<sup>th</sup>, seven days after the failed sabotage attempt, a second attempt was made on the *Orca*'s marijuana. Seaman H donned a wetsuit and lifejacket that night and attempted to get his hands on some of the *Orca*'s cargo by floating down the towline. During the attempt, he fell into the water and became entangled in approximately 100 feet of line. One of the watchmen on duty that night thought he heard a shout for help which initiated a search of the area. As the search commenced, accountability was taken but Seaman H was reported sleeping below decks by Seaman C, his accomplice in the scheme to retrieve the marijuana. The search was briefly called off after everyone was reported as accounted for. Forty-five minutes later, a head count was conducted and Seaman H was discovered missing. Seaman C would later admit to the scheme as well as for assisting Seaman H into the water from the *Boutwell*'s fantail. In order to prevent the attempt from being reported, Seaman C threatened the tow watch, Seaman J, and told him "to keep his mouth shut and see nothing." Seaman J later failed on three occasions to report seeing Seaman H go overboard when questioned by officers during the search, fearing repercussions from Seaman C.<sup>93</sup>

Upon discovery of Seaman H's absence, an intensive search was initiated by *Boutwell*, a C-130 transport plane, and a helicopter. Seaman H's lifeless body was discovered seven hours later, succumbing to exposure in the frigid Alaskan waters.<sup>94</sup> Fireman B, Seaman Apprentice G, Seaman C, and Seaman J were all later convicted at Courts-Martial for their various involvements in the separate schemes.<sup>95</sup>

*Boutwell* finally arrived in Kodiak on July 2<sup>nd</sup>, ending an ordeal plagued by saboteurs and death. The marijuana was offloaded and turned over to the U.S. Drug Enforcement Administration (DEA) with the *Orca* placed in the custody of U.S. Customs.<sup>96</sup> *Boutwell* returned home to Seattle on six days later on July 8<sup>th</sup>. Instead of the normal welcome afforded to cutters

who have made notable drug interdictions, *Boutwell* and her Captain were instead greeted by reporters eager to hear of the unfortunate events that had overshadowed her historic seizure. For Captain Krumm, the patrol marked his last voyage on *Boutwell*, ending his highly successful tenure that included the *Prinsendam* and *Dan Prince* rescues.<sup>97</sup>

During the Orca crews' trail the following year, it was learned that the vessel had set sail from Singapore on April 30<sup>th</sup>, 1982, making a stop in the Philippines as well as a suspected stop in Thailand to onload marijuana. Based on navigational charts discovered on the vessel, it was determined that the smuggling crew had planned on sailing the *Orca* to the San Francisco area.<sup>98</sup> It was later learned that the *Orca* was leased through a broker out of San Francisco and that the vessel's actual name was *Golden Egg*. The broker claimed no part in the smuggling attempt.<sup>99</sup> Humphrey and his two crewmen, Robert Smith and William Garbez, were later convicted of drug running and sentenced to eight, five, and four years in prison, respectively. At the time, the *Orca* interdiction had the largest amount of drugs ever to be the subject of a criminal case in the Alaskan federal court system.<sup>100</sup>

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On July 25th, 1983, the 44-foot halibut trawler *Comet* made a distress call stating that she was in danger of capsizing and was taking water over the stern. In what may be *Boutwell's* quickest rescue, all four passengers were safely recovered from the water less than five minutes after they had abandoned the sinking boat.¹⁰¹

In early September 1986, *Boutwell* participated in the tragic search for the crew of the fishing vessel *Normar II*. The 82-foot vessel had been reported missing by a Korean processing vessel on September 11th, which initiated a four day search by *Boutwell*, two C-130 aircraft, a helicopter, and 38 fishing vessels. The *Normar II* was discovered partially submerged about 120 miles northeast of St. Paul Island but sank before rescuers could arrive.¹⁰² The search was briefly called off before being reopened for another two days the following week upon requested from the family and friends of the four person crew. Battling 40 mile per winds and 20-foot seas, *Boutwell's* search ended on September 17th.¹⁰³

In late March 1987, *Boutwell* arrived at the Fairhaven Terminal in Bellingham, Washington for a seven-week drydock. During the drydock, *Boutwell* underwent nearly \$1 million worth of maintenance including a hull inspection, reduction gear maintenance, engine maintenance, and overhauls of her sewage system and anchors. The drydock availability had to meet stringent deadlines so that *Boutwell* could sail on schedule for another fisheries patrol in Alaska on June 1st.¹⁰⁴

On July 15th, 1987, while underway in the Bering Sea, *Boutwell* was diverted after receiving a distress call from the vessel *Galaxy* stating that they had a medical emergency onboard. Once on scene, a medic was dispatched to assess and assist the injured man. The crewman had been struck in the head by a swinging boom, resulting in a large gash on his head. While attempting to stabilize the injured crewman, the man died, succumbing to the injury four hours after the accident.¹⁰⁵

While underway in the Bering Sea in the winter of 1987, *Boutwell* was diverted on a rescue and assistance case approximately 200 miles southwest of Sitka.¹⁰⁶ The 125-foot trawler *Atlantic Pride* reported losing power in the area on February 3rd. In 30-foot seas and 40-knot winds, a wave had struck the trawler causing water to spill into her exhaust stack, subsequently disabling both of the ship's generators. With no power, the ship drifted in the heavy seas and began flooding until a C-130 cargo plane from Kodiak was able to successfully deliver

dewatering pumps. The five person crew was able to keep the flooding under control until the next day at midnight when *Boutwell* arrived. A rescue and assistance team was dispatched to the *Atlantic Pride* with the hopes that power could be restored and she could continue on under her own power.¹⁰⁷ After those efforts failed, *Boutwell* placed the trawler in tow and steamed towards Sitka, safely delivering the ship on February 7th.¹⁰⁸

Less than a week after the *Atlantic Pride* case, *Boutwell* was tasked with assessing a vessel abandoned and adrift 120 miles northwest of Dutch Harbor. The *Fukuyoshi Maru No. 85*, a 185-foot Japanese long-liner, was believed to have had a propane tank explode in the ship's galley, killing one man and injuring two other crewman before the entire ship was engulfed in flames. Twenty-five other crewmembers safely abandoned the ship to the safety of a sister ship. When *Boutwell* arrived on scene, two crewmembers were sent over to the stricken ship to determine the feasibility of placing it in tow. After the assessment, it was determined that the vessel could only be safely towed to port in ideal weather conditions. Since a weather front was quickly approaching, *Boutwell* received permission from the vessel's owners to sink her. On Friday, February 13th, *Boutwell* shelled the *Fukuyoshi Maru No. 85* with her 5-inch deck gun until she sank.¹⁰⁹

In January 1988, *Boutwell* set sail for Alaska after numerous reports of suspected illegal incursions by foreign fishing vessels into the U.S. Exclusive Economic Zone. From July to November of the previous year, Coast Guard surveillance flights had discovered 94 foreign fishing vessels inside U.S. waters with another 75 observed fishing in the area known as the "donut hole." These numbers led to suspicion that the donut hole was being used as a staging ground for foreign fishing vessels to sneak into U.S. waters under the cover of darkness or in severe weather in order to to exploit its resources. By following these tactics, it became extremely difficult for Coast Guard cutters and surveillance aircraft to actually catch foreign vessels actively fishing in the U.S. Exclusive Economic Zone.¹¹⁰

On February 2nd, *Boutwell* seized the 200-foot U.S. fishing vessel *Alaskan Hero* for illegally transferring fish to a Japanese transport ship on January 24th. The 499-ton Japanese cargo ship *Shinwa Maru* had been seized on January 30th while inport Dutch Harbor by the National Marine Fisheries Service. The ship, which did not have permits to operate in the Gulf of Alaska let alone permits to take cargo from U.S. ships, was permitted as a support ship for foreign flagged vessels in the Bering Sea.¹¹¹

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*Record Breaking Bust: The Encounter Bay Seizure*  
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On June 28th, 1988, with the ship in port Seattle, Captain Allison was summoned by Coast Guard officials to be briefed on a developing drug shipment from the Far East. Captain Allison would later get *Boutwell* underway but not before telling his wife, Mrs. June Allison, "Have a happy Fourth of July...watch the news." *Boutwell* would later be involved in what was, at the time, the largest maritime drug raid in West Coast History.¹¹²

Two days after the briefing, a Coast Guard C-130 patrol aircraft from Sacramento, California, was dispatched and located a flagless offshore oil rig supply ship approximately 500 miles west of the Straits of Juan de Fuca.¹¹³ Quickly recognizing the aircraft as a Coast Guard surveillance flight, the suspect vessel came about, making best course and speed away from the Washington Coast. *Boutwell* quickly responded, running down and intercepting the fleeing 187-foot vessel that was steaming westward at 16 knots.¹¹⁴ Despite signaling the vessel by radio, flag,

light, and bullhorn, the ship refused to respond to *Boutwell's* presence and orders to stop. While alongside, *Boutwell's* crew was able to make out the word "Panama" in obscured lettering.¹¹⁵ With the vessel's name already known and an indication of the vessel's nationality, *Boutwell's* command requested a Statement of No Objection from the Commandant of the Coast Guard, to stop and board the vessel.¹¹⁶

After receiving permission from the Panamanian Embassy to conduct a law enforcement boarding, *Boutwell* received the Statement of No Objection to conduct a boarding of the vessel. Upon receiving permission to board, *Boutwell* ordered the *Encounter Bay* to heave to so that she could be boarded. Again, no indication of compliance was received from the *Encounter Bay*. Faced with mounting evidence of illegal activity, *Boutwell* requested and received permission from the Thirteenth Coast Guard District Commander to fire warning shots in an attempt to stop the vessel. Even after firing numerous bursts of .50 caliber machine gun fire across the vessel's bow as well as one round from the 5-inch deck gun, the ship continued to ignore orders to stop. Frustrated by the vessel's attempts to avoid a boarding, another Statement of No Objection was requested and received from the Commandant, this time for the employment of disabling fire.¹¹⁷ After receiving permission to disable the *Encounter Bay*, *Boutwell* warned the ship's crew that their ship would be disabled and that they needed to evacuate the engine room.¹¹⁸ The gun crew took aim, not only unleashing 60, .50 caliber rounds into the *Encounter Bay's* rudder and engine room, but also making history as the first cutter to employ disabling fire on the West Coast.¹¹⁹ Immediately after completing the first string of disabling fire, and with still no response from the *Encounter Bay*, Captain Allison warned the ship that the next string of fire would be from the *Boutwell's* 5-inch deck gun. A response was immediately received. The *Encounter Bay* made an indication of surrender and stated that they had lost engine control, a result of the disabling fire.¹²⁰

LT Thomas Rogers, the *Boutwell's* lead boarding officer and Weapons Officer, hastily led a boarding team over to the *Encounter Bay*.¹²¹ Once onboard, the boarding party quickly detained the ship's 18-man crew, which included three Americans, one from New Zealand and one from England, and 13 men from Indonesia, Thailand, and Singapore.¹²² During the ensuing search, the boarding party discovered empty file cabinets as well as missing storage disks from the ship's two computers. It became apparent that the ship's crew had used their time wisely while resisting the Coast Guard's orders to stop. Based on the amount of smoke emanating from the ship's stacks, it was believed that all records were burned in an attempt to prevent disclosure of the ship's origin and destination. As the search continued, the boarding party gained access to the shipping containers on the *Encounter Bay's* deck. They found their prize. Although only estimated at the time, it would later be confirmed that the containers housed 72 tons of marijuana. The shipment was comprised of 8,000 individual blue nylon packages, each with a label reading "passed inspection."¹²³ Ripping open one of the packages, the boarding team quickly verified the leafy substance as marijuana of the highest quality. Despite the immense size of the shipment, very few stems and very few seeds were found.¹²⁴

Later that day, the *Encounter Bay* was placed in tow with *Boutwell* making best speed towards Seattle. On July 6th, *Boutwell* arrived in Seattle where she was greeted at pier 36 by more than a dozen DEA agents, members of the press, and *Boutwell* families. Prior to arriving, a makeshift flag was displayed on *Boutwell's* mast of a marijuana leaf with a red circle and line through it and the slogan, "We Came. We Saw. We Busted." Despite having been briefed prior to the operation, Captain Allison insisted to the press that the *Encounter Bay* seizure was merely a random sighting, and not based on intelligence information. Instead, the reason for intercepting the vessel included the fact that it wasn't flying a flag, the name and homeport being obscured, and a ship type that appeared out of place off the Washington coast.¹²⁵

In the months that followed the interdiction, *Boutwell's* boarding team would come under intense legal scrutiny by the defense lawyers of the *Encounter Bay's* crew. As questioning intensified, the truth behind both the Coast Guard's intelligence prior to the operation as well as the DEA's involvement prior to the seizure, slowly came to light. In documents filed during the federal court proceedings, the full story behind the *Encounter Bay* seizure was told.

On May 5th, 1988, Brian Daniels, a wealthy New York-born U.S. citizen, who had lived in Thailand for years, met with five other men at a hotel room in Kowloon, Hong Kong, to plan one of the biggest marijuana shipments of his career. Present at the meeting were two Pacific Northwest fishermen who had volunteered their vessels to meet and offload the *Encounter Bay* in view of Washington. What the New Yorker turned marijuana kingpin failed to realize is that these two fishermen were actually DEA agents. Also present at the meeting were Samuel J. Colflesh and Robert Colflesh, twin-brothers and former Green Berets who had been living in the Far-East for the past few years. Also at the meeting was Michael Forwell, an Australian who had formed a front company in Hong Kong called Trademax. Apart from laundering money in Hong Kong, the company also served as the hiring agent for the *Encounter Bay's* crew. During the meeting, Samuel, the skipper of the *Encounter Bay*, described his 15-year career in the smuggling business, including yearly trips to the U.S. He also described the smuggling vessel's characteristics and communications capabilities.¹²⁶

On April 15th, a month prior to their meeting with Daniels, the DEA agents had met with Forwell and the Colflesh brothers in order to inspect a vessel in Hong Kong harbor that closely resembled the *Encounter Bay*. At this meeting, the DEA agents were able to obtain knowledge of the *Encounter Bay's* name as well as its registry in Panama. The registry was made under Countess Shipping Corporation, a company that was later found to be nothing more than a piece of paper created by Trademax.¹²⁷

On June 2nd, the *Encounter Bay* departed Singapore for the South China Sea. While off the coast of De Nang, Vietnam, Daniels' vessel, the *Meridian*, which had been loaded by Vietnamese soldiers, rendezvoused with the *Encounter Bay* to transfer the 72-tons of marijuana. Later that month, on June 25th, the DEA agents met with Robert at an inn near Seattle-Tacoma International Airport in order to receive the detailed operations plan as well as a hand-held VHF radio, pre-tuned with a specified frequency, so that they could make contact with the *Encounter Bay*.¹²⁸

Daniels was later arrested by the DEA in Zurich, Switzerland where he had fled following the *Encounter Bay* seizure. In order to avoid raising his suspicion, the Coast Guard, including *Boutwell's* Captain, indicated during multiple press briefings that they had no prior knowledge of the *Encounter Bay* before to the June 30th interdiction.¹²⁹ For their exceptional planning and execution of the *Encounter Bay* interdiction, *Boutwell* was awarded the Special Operations Service Ribbon.¹³⁰

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