USCG Owasco Class Cutters

Winnebago (WHEC-40) and Pontchartrain (WHEC-70)

with bonus pics of

USCG Base Honolulu

in the '60-70s

United States Coast Guard

Overview

a few sections from a very detailed article at the USCG Wikipedia webpage

The U.S. Coast Guard was formed by a merger of the U.S. Revenue Cutter Service and the U.S. Life-Saving Service on 28 January 1915, under the Department of the Treasury. The Revenue Cutter Service was created by Congress as the Revenue -Marine on 4 August 1790 at the request of Alexander Hamilton, and is therefore the oldest continuously operating naval service of the United States. As secretary of the treasury, Hamilton headed the Revenue-Marine, whose original purpose was collecting customs duties at U.S. seaports. By the 1860s, the service was known as the U.S. Revenue Cutter Service and the term Revenue-Marine gradually fell into disuse.

In 1939, the U.S. Lighthouse Service was also merged into the U.S. Coast Guard. As one of the country's six armed services, the U.S. Coast Guard and its predecessor have participated in every major U.S. war since 1790, from the Quasi-War with France to the Global War on Terrorism.

As of December 2021, the U.S. Coast Guard's authorized force strength is 44,500 active duty personnel and 7,000 reservists. The service's force strength also includes 8,577 full-time civilian federal employees and 21,000 uniformed civilian volunteers of the U.S. Coast Guard Auxiliary. The service maintains an extensive fleet of roughly 250 coastal and ocean-going cutters, patrol ships, buoy tenders, tugs, and icebreakers; as well as nearly 2,000 small boats and specialized craft. It also maintains an aviation division consisting of more than 200 helicopters and fixed-wing aircraft. While the U.S. Coast Guard is the second smallest of the U.S. military service branches in terms of membership, the service by itself is the world's 12th largest naval force.

Core Values

Honor: Integrity is our standard. We demonstrate uncompromising ethical conduct and moral behavior in all of our personal actions. We are loyal and accountable to the public trust.
Respect: We value our diverse workforce. We treat each other with fairness, dignity, and compassion. We encourage individual opportunity and growth. We encourage creativity through empowerment. We work as a team.
Devotion to Duty: We are professionals, military and civilian, who seek responsibility, accept accountability, and are committed to the successful achievement of our organizational goals. We exist to serve. We serve with pride.

Service Mark ("Racing Stripe")

The Racing Stripe, officially known as the Service Mark, was designed in 1964 by Raymond Loewy Associates to give the Coast Guard a distinctive, modern image. Loewy had designed the colors for the Air Force One fleet for Jackie Kennedy. President Kennedy was so impressed with his work, he suggested that the entire Federal Government needed his make-over and suggested that he start with the Coast Guard.

The Coast Guard Ethos

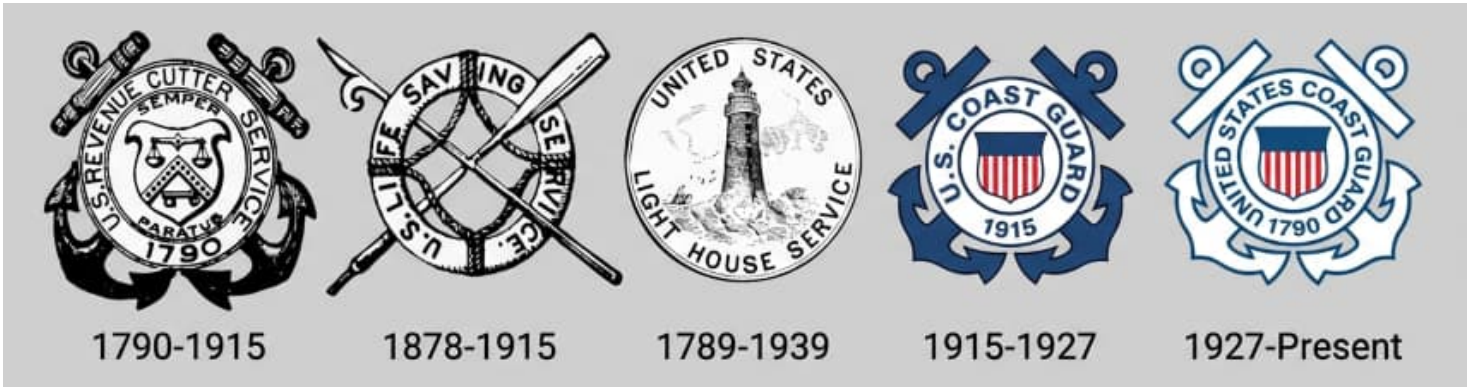
In Service to our Nation
With Honor, Respect, and Devotion to Duty
We protect We defend We save
We are Semper Paratus
We are the United States Coast Guard

"You have to go out, but you don't have to come back!"

This unofficial motto of the Coast Guard dates to an 1899 United States Lifesaving Service regulation, which states in part: "In attempting a rescue, ... he will not desist from his efforts until by actual trial, the impossibility of effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted, unless attempts to launch it were actually made and failed."

U.S. Revenue Cutter Bear, circa 1890, on patrol off Alaska.
painting by James A. Mitchell, II

Point Adams Life-Saving Station, circa 1899



U.S. Coast Guard History

a short summary of the many pages found at the www.history.uscg.mil

The United States Coast Guard, one of the country's five armed services, is a unique agency of the federal government. We trace our history to 4 August 1790, when the first Congress authorized the construction of ten vessels to enforce tariff and trade laws and to prevent smuggling. Known variously through the nineteenth and early twentieth centuries as the Revenue Marine and the Revenue Cutter Service, we expanded in size and responsibilities as the nation grew.

The service received its present name in 1915 under an act of Congress when the Revenue Cutter Service merged with the Life-Saving Service. The nation then had a single maritime service dedicated to saving life at sea and enforcing the nation's maritime laws. The Coast Guard began to maintain the country's aids to maritime navigation, including operating the nation's lighthouses, when President Franklin Roosevelt ordered the transfer of the Lighthouse Service to the Coast Guard in 1939. In 1946 Congress permanently transferred the Bureau of Marine Inspection and Navigation to the Coast Guard, thereby placing merchant marine licensing and merchant vessel safety under our purview. The Coast Guard took over the administration of bridges over navigable waterways in 1967.

The Coast Guard is one of the oldest organizations of the federal government and until Congress established the Navy Department in 1798 it served as the nation's only armed force afloat. The Coast Guard protected the nation throughout its long history and served proudly in the majority of the nation's conflicts. The Coast Guard's national defense responsibilities remain one of its most important functions even today. In times of peace it operates as part of the Department of Homeland Security, serving as the nation's front-line agency for enforcing the nation's laws at sea, protecting the marine environment and the nation's vast coastline and ports, and saving life. In times of war, or at the direction of the President, the Coast Guard serves as part of the Navy Department.

The U.S. Coast Guard is simultaneously and at all times a military force and federal law enforcement agency dedicated to maritime safety, security, and stewardship missions. We save lives. We protect the environment. We defend the homeland. We enforce Federal laws on the high seas, the nation's coastal waters and its inland waterways. We are unique in the Nation and the world.

The Coast Guard's official history began on 4 August 1790 when President George Washington signed the Tariff Act that authorized the construction of ten vessels to enforce federal tariff and trade laws and to prevent smuggling. Known variously through the nineteenth and early twentieth centuries as the "revenue cutters," the "system of cutters," the Revenue Marine and finally the Revenue Cutter Service, it expanded in size and responsibilities as the nation grew.

The service received its present name in 1915 under an act of Congress that merged the Revenue Cutter Service with the U.S. Life-Saving Service. The latter consisted of dozens of stations placed around the nation’s coastlines that were manned by dedicated crews willing to risk their lives to save those in peril on the sea, a role that meshed well with the Revenue Cutter Service’s core missions. The legislation creating this "new" Coast Guard expressly stated that it "shall constitute a part of the military forces of the United States," thereby codifying the service’s long history of defending the country alongside the nation’s other armed services. The Coast Guard began maintaining the country's aids to maritime navigation, including lighthouses, when President Franklin Roosevelt ordered the transfer of the Lighthouse Service to the Coast Guard in 1939. In 1946 Congress permanently transferred the Commerce Department's Bureau of Marine Inspection and Navigation to the Coast Guard, which placed merchant marine licensing and merchant vessel safety under its purview. The nation now had a single maritime federal agency dedicated to saving life at sea and enforcing the nation's maritime laws.

USCG Owasco-Class Cutters

info on Owasco cutters is from Wikipedia & uscg.mil

The Owasco-class cutter was a 255-foot (78 m) cutter class operated by the United States Coast Guard. A total of thirteen cutters in the class were built, all named after lakes. Eleven were constructed by the Western Pipe & Steel Company at San Pedro, California, while the remaining two—Mendota and Pontchartrain—were constructed by the Coast Guard Yard at Curtis Bay, Maryland. Initially heavily armed for World War II service and designated patrol gunboats (WPG) under the United States Navy designation system, the vessels were stripped of much of their armament shortly after the war, and in 1965 were redesignated high endurance cutters (WHEC) after the Coast Guard adopted its own designation system.

Design Rationale

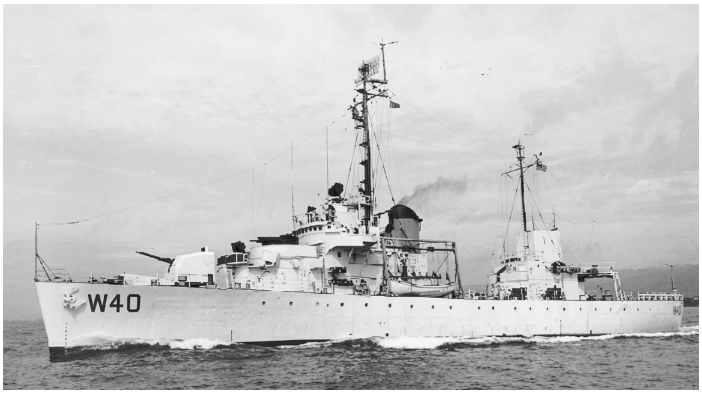
Myths have long shadowed the design history of the 255-foot (78 m) class. These cutters were to have been much larger ships, and two theories persist as to why they were shortened. The first is that they were built to replace the ships supplied to Great Britain under lend-lease, and Congress stipulated that the Coast Guard had to build these replacement cutters to the same size and character as those provided to the British. The second is that their length was determined by the maximum length that could pass through the locks of the Welland Canal from the Great Lakes to the St. Lawrence River. The Great Lakes shipbuilding industry brought pressure on Congress to ensure that it had the potential to bid on the contract. The first theory seems to be correct, but the second cannot be ruled out.
The Coast Guard had prepared a design for a 316-foot (96 m) cutter that was to have been an austere 327. This design was cut down into the 255-foot (78 m) ship. To accomplish this, everything was squeezed down and automated to a degree not before achieved in a turbo-electric-driven ship.

Machinery

The machinery design of the 255s was compact and innovative, but overly complex. It had pilothouse control, variable-rate (10 to 1) burners, and automatic synchronizing between the turbogenerator and the motor. Westinghouse engineers developed a system of synchronization and a variable-frequency drive for main-propulsion auxiliary equipment, which kept the pumps and other items at about two-thirds the power required for constant-frequency operation. The combined boiler room/engine room was a break with tradition.

The turbo-alternators for ship-service power exhausted at 20 psi gauge pressure instead of into a condenser. This steam was used all over the ship before finally going to a condenser. Space heating, galley, cooking, laundry, freshwater evaporation, fuel, and feed-water heating were all taken from the 20 psi back-pressure line.

USCGC Winnebago (WHEC-40) *"Winnie"* NRUB



Name	USCGC Winnebago
Namesake	Lake Winnebago, WI
Owner	U.S. Coast Guard
Builder	Western Pipe & Steel, Los Angeles, CA
Launched	2 July 1944
Commissioned	21 June 1945
Decommissioned	27 February 1973
Reclassified	WPG-40 to WHEC-40
Nicknames	"Winnie", "Winnie Hoo Hoo" "4.0 Winnie", "Wind Bag"
Fate	Sold for scrap, 7 October 1974

USCGC Winnebago (WHEC-40) was an Owasco-class high endurance cutter which served with the United States Coast Guard from 1945 to 1973. Originally intended for World War II service, she was commissioned only weeks before the end of the war and consequently did not see combat until her deployment in the Vietnam War more than 20 years later.

Winnebago was built by Western Pipe & Steel (WPS) at the company's San Pedro shipyard. Named after Lake Winnebago, Wisconsin, she was commissioned as a patrol gunboat with ID number WPG-40 on 21 June 1945. In the postwar period, her ID was changed to WHEC-40 (HEC for "High Endurance Cutter" - the "W" signifies a Coast Guard cutter).

Ice-going design features

The 255-foot (78 m) class was an ice-going design. Ice operations had been assigned to the USCG early in the war, and almost all new construction was ice-going or ice-breaking. The hull was designed with constant flare at the waterline for ice-going. The structure was longitudinally framed with heavy web frames and an ice belt of heavy plating, and it had extra transverse framing above and below the design waterline. An enormous amount of weight was saved utilizing the technique of electric welding. The 250-foot (76 m) cutters' weights were used for estimating purposes. Tapered bulkhead stiffeners cut from 12" I-beams went from the main deck (4' depth of web) to the bottom (8" depth of web). As weight was cut out of the hull structure, electronics and ordnance were increased, but at much greater heights. This top weight required ballasting the fuel tanks with seawater to maintain stability both for wind and damaged conditions.

The superstructure of the 255s was originally divided into two islands in order to accommodate an aircraft amidships, but this requirement was dropped before any of the units became operational. Following completion of the preliminary design by the Coast Guard, the work was assigned to George G. Sharp of New York to prepare the contract design.

The number of units – an unlucky 13 – had an interesting origin. Three were to have been replacements for over-aged cutters and ten units were to be replacements for the 250-foot class transferred to Great Britain under lend-lease. For economy, all thirteen units were built to the same design.

Type Owasco-class cutter

Displacement 1,978 full (1966) 1,342 light (1966)
Length 254 ft (77.4 m) OA 245 ft (74.7 m) PP
Beam 43 ft 1 in (13.1 m) Draft 17 ft 3 in (5.3 m) (1966)

Installed power 4,000 shp (3,000 kW) (1945)
Propulsion 1 x turbine driven Westinghouse electric motor
Fuel capacity: 141,755 gal (Oil, 95%) (1945)

Range & Speed
Maximum
6,157 mi (9,909 km) at 17 knots (31 km/h; 20 mph)
Economy
10,376 mi (16,699 km) at 10 knots (19 km/h; 12 mph) (1966)

Complement 10 officers, 3 warrants, 130 enlisted (1966)

Sensors & Processing systems
Detection Radar: SPS-23, SPS-29, Mk 26, Mk 27 (1966)
Sonar: SQS-1 (1966)

Armament
1945:
2 × twin 5 in/38 cal. dual-purpose gun mounts
2 × quad 40 mm AA gun mounts
2 × depth charge tracks
6 × "K" gun depth charge projectors
1 × Hedgehog projector.

1966:
1 × 5 in/38 cal. dual-purpose gun mount
1 × Hedgehog projector

USCGC Pontchartrain (WHEC-70) *"Pontch"* NRUU

USCGC Pontchartrain (WHEC-70) was an Owasco class high endurance cutter built for World War II service with the United States Coast Guard. The ship was commissioned just days before the end of the war and thus did not see combat action until the Korean War.

Pontchartrain was built by the Coast Guard yard at Curtis Bay, Maryland, one of only two Owasco class vessels not to be built by Western Pipe & Steel. Named after Lake Pontchartrain, Louisiana, the ship was commissioned as a patrol gunboat with ID number WPG-70 on 28 July 1945. Her ID was later changed to WHEC-70 (HEC for "High Endurance Cutter"—the "W" signifies a Coast Guard vessel).

Name	USCGC Pontchartrain
Namesake	Lake Pontchartrain, LA
Owner	U.S. Coast Guard
Builder	Coast Guard Yard, Curtis Bay, MD
Launched	29 February 1944
Commissioned	28 July 1945
Decommissioned	19 October 1973
Reclassified	WPG-70 to WHEC-70
Originally Christened	“Okeechobee”
Nicknames	“Pontch”, "Raunchy Paunchy"
Fate	Scrapped, 1974

USCGC Winnebago (WHEC-40) *"Winnie"* NRUB

Peacetime service

Winnebago was home ported in Miami, Florida, from 1945 to April 1946 and used for law enforcement, ocean station, and search and rescue operations. From April 1946 to February 1948 she was performing similar duties from her new base at Boston, Massachusetts. She was subsequently laid up at the Coast Guard Yard, Curtis Bay, Maryland, until September 1948. She was then stationed at U.S. Coast Guard Base Sand Island, Honolulu, Territory of Hawaii, later, the State of Hawaii from November 1949 to March 1972. In celebration of Hawaii statehood day, Winnebago in full dress, was open to the public. The ship's company paraded in downtown Honolulu for the celebration. She was again used for law enforcement, ocean station, and search and rescue operations. While on ocean station duty, the cutter's crew took hourly weather observations, provided communications, air navigation and meteorological information to commercial and military aircraft and merchant ships. She stood ready to respond to any requests for assistance from aircraft or ships in distress. Ocean Station Victor, her primary station, was located about half-way between Midway Island and Japan and covered 210 square miles (540 km2). Typically Ocean Station patrols lasted 72 days. Four cutters alternated duty on the station. It took seven days to reach the station from Honolulu. After a 21-day patrol the cutter was relieved and then steamed to Yokosuka, Japan, for two weeks of rest and replenishment. She then returned to the ocean station for another 21-day patrol before returning to Honolulu.

On 26 March 1962 while making the entrance to Pearl Harbor Winnebago ran aground and became stranded on Tripod Reef. The cutter was extricated within a few days by Navy tugboats.
In November 1963, while serving on Ocean Station Victor, Winnebago steamed to the assistance of the disabled MV Green Mountain State. The cutter rendezvoused with the flooding merchantman and removed her crew. Winnebago's crew managed to stop the flooding and got the merchantman under tow. The cutter then towed the merchantman 810 miles (1,300 km) to Midway Island. For this rescue the crew was awarded the Coast Guard Unit Commendation. On 26 December 1964 the British MV Southbank was tossed by a 40-foot (12 m) wave onto a reef 400 yards (370 m) off Washington Island in the South Pacific. On board were two women, 57 crewmen, and 49 Gilbertese laborers bound for Fanning Island, 60 miles (97 km) distant. Using lifeboats the shipwrecked crew and passengers escaped safely to the beach where the Washington Island natives cared for them until they were rescued by Winnebago.

On 27 May 1965, Winnebago medevaced a disabled seaman from the Japanese FV Tsuru Maru No. 8 650 miles (1,050 km) south of Honolulu. In May 1966, her medical officer, a U.S. Public Health Service officer, performed an appendectomy on a Winnebago crewmen. Winnebago then rendezvoused with USS Navasota where Winnebago's medical officer performed another appendectomy on a Navasota crewman. Later in the same month, Winnebago rendezvoused with the Japanese MV Shoei Maru where the doctor amputated the foot of a 17-year-old seaman. In May 1967, she medevaced an injured crewman from Shoeu Maru and transferred him to Texas Maru.

Vietnam War

Winnebago was assigned to Coast Guard Squadron Three, South Vietnam, from 20 September 1968 to 19 July 1969 as part of Operation Market Time. Her commanding officer during the deployment was CDR Bruce W. Dewing.
While serving in Vietnamese waters, Winnebago's gun crews destroyed or damaged 42 enemy bunkers, two observation towers, and a large base and several staging areas. In addition, her gunners hit an enemy "infiltration trail and a complex of enemy tunneling that connected underground storage facilities", that also caused heavy secondary explosions and fires. The cutter "investigated more than 1,500 vessels for infiltrators and enemy arms shipments". Her medical staff also treated over 50 South Vietnamese "for a variety of ailments". She participated in four search-and-rescue operations as well, including rescuing "eight Vietnamese, 17 Greeks, and 35 Filipinos" who were rescued from their "sinking ships" during the cutter's deployment.

Return to peacetime operations

On 25 February 1970, Winnebago transferred a medical team to assist MV Sylvia Lykes near Midway Island. Eventually, Winnebago was stationed at Wilmington, North Carolina, from March 1972 to 27 February 1973 and used for law enforcement, ocean station, and search and rescue. She visited Curaçao from 6 to 8 March 1972 "for the purpose of goodwill and rest and recreation" while she was shifting her home ports.

Decommissioning

Winnebago was decommissioned on 27 February 1973 and sold for scrap the following year.

For Further Reading: www.usni.org/magazines/naval-history-magazine

The U.S. Naval Institute maintains an online magazine with thousands of articles about the Navy and USCG life including narrative stories with photos that are easy to search by topic. It is free to read and offers a subscription option that includes an audiobook-type service. For examples start with *Ocean Station Duty* and *Radioman Jack McMullen: A Colorful Career*

USCGC Pontchartrain (WHEC-70) *"Ponch"* NRUU

Peacetime Service

Pontchartrain was originally named Okeechobee. She was stationed at Boston, Massachusetts, from 1 April 1946 to 17 October 1947 [there is conflicting data that indicates station at Boston until 23 August 1948] and was used for law enforcement, ocean station, and search and rescue operations. She was subsequently decommissioned and stored at the Coast Guard Yard, Curtis Bay, MD, until 5 September 1948. She was re-commissioned and homeported at Norfolk, Virginia, until 12 November 1949. From 12 November 1949 to sometime in 1972 she was stationed at Long Beach, California. During her last 18 months, until decommissioning 19 October 1973, she was home-ported in Wilmington, NC. She was used for law enforcement, ocean station, and search and rescue operations in the Pacific and Atlantic.

On 4 May 1950, Pontchartrain assisted the disabled FV Eta near Catalina Island. On 20 August 1955, she escorted the disabled American MV John C. On 26 and 27 August 1955, she assisted the disabled FV Nina Ann. On 16 October 1956, she rescued all on Pan American Clipper 6, which ditched only 1⁄2 mile from the cutter's position at Ocean Station N. [5] On 20 November 1956, Pontchartrain assisted LSM-455 aground on San Clemente Island. On 26 August 1957, she assisted the disabled FV Modeoday 2 miles north of North Point Pinos. On 22 November 1957, she assisted the disabled yacht Gosling at 33°59'N, 120°16'W.

On 25 February 1958, Pontchartrain assisted the disabled yacht Intrepid. From 11 to 21 August 1958, she served on a reserve training cruise. She patrolled the Ensenada Bay Race on 10 May 1959. On 10 July 1959, she assisted FV Carolyn Dee at 33°N, 120°W. On 13 and 14 July 1959, she assisted MV Mamie. On 17 August 1960, she patrolled the Acapulco Yacht Race. From 20 August to 3 September 1960, she served on a reserve training cruise. On 19 October 1959, she rescued three from the ketch Alpha at 30°21'N, 117°56'W. On 22 January 1961, she medevaced a patient from USNS Richfield. On 30 April 1963, Pontchartrain assisted the disabled FV Gaga 10 miles east of San Nicolas Island.

Vietnam War

[2]

Pontchartrain was assigned to Coast Guard Squadron Three, South Vietnam, from 31 March to 9 November 1970.

Decommissioning

Pontchartrain was decommissioned on 19 October 1973. She was scrapped with the rest of the Owasco class in 1974.

USCG Radiomen *Duties & Gear*

research by Gemini
which is A.I. and can make mistakes

The **radio room** of **Owasco-class cutters** like the USCGC Pontchartrain (WHEC-70) -call sign **NRUU,** and the USCGC Winnebago (WHEC-40) -call sign **NRUB,** served as the communication hub for long-range weather reporting and aircraft guidance. During their mid-1960s service, the rooms were updated with a **Master Operator Control Console**, allowing a single operator to manage ship-to-shore and air-to-ground circuits via simple push-buttons. **Patch Panels** allowed the operator to route various receivers to specific antennas mounted on the ship's masts. Their primary missions: Ocean Station weather reporting, search and rescue (SAR), and combat operations during the Vietnam War.

Radiomen (RM) were primarily responsible for **maintaining 24-hour communication links** and providing **navigation assistance** during 21-day Ocean Station deployments. Their role was critical for safety on the "Ocean Station November" route between Hawaii and California, where they acted as a vital communications relay for trans-Pacific aircraft. Radiomen typically worked in a stacked watch rotation (e.g., 1-in-6 or better), ensuring the radio room was never left unattended while on station. While deployments could be long and tedious, the RM's constant vigilance was the primary safeguard for mariners and aviators in remote ocean sectors.

Core Operational Duties

- Transmitting & Receiving Signals: Managed all forms of telecommunications using frequencies ranging from VLF to UHF.
- Message Processing: Handled incoming and outgoing messages based on strict priority protocols and handling procedures.
- Aeronautical Radio Support: Radio navigation and communication with aircraft to confirm positions and weather updates.
- Weather Reporting Data: Transmitted detailed meteorological data collected by the ship's weather observers to shore stations.
- Distress Watch: Monitored international distress frequencies, standing ready to coordinate Search and Rescue (SAR) operations.

Technical & Administrative Responsibilities

- Equipment Maintenance: Performed periodic upkeep of all radio gear, including transmitters, receivers, and antenna arrays.
- Classified Material Handling: Responsible for the secure storage, handling, and destruction of materials and crypto-keys.
- Log Keeping: Diligently filled out official radio logs to document all transmissions and significant events during their watch.
- Drills & Readiness: Participated in frequent "casualty" drills to practice emergency communications whenever necessary.

USCG Radiomen *Duties & Gear*

research by Gemini
which is A.I. and can make mistakes

The **Owasco-class cutters** (255-foot) were equipped with a diverse suite of radio and electronic gear primarily designed for **Ocean Station weather reporting**, navigation, and **Search and Rescue (SAR)**. During their 1950s and 60s service, they functioned as floating weather stations, utilizing **radiosonde transmitters** to collect atmospheric data and high-power high-frequency (HF) radios for constant communication with aircraft and shore bases.

Radar & Electronic Sensors (1966)

While managed from the Combat Information Center (CIC) and the bridge, these systems were electronically linked to the radio room's messaging networks:

- **Air Search Radar**: The **SPS-29** provided long-range air detection.
- **Surface Search Radar**: The **SPS-23** was used for tracking nearby vessels and weather balloons.
- **Sonar**: Utilized the **SQS-1 sonar system** for subsurface detection.
- **Fire Control**: Managed by **Mk 26** and **Mk 27 radars** to direct the ship's 5"/38 caliber gun.
- **Navigation**: Hosted **Loran-A/C** receivers and **UQC-1C underwater telephones** for secure acoustic communication.

Primary Communication & Navigation Systems

- **HF Radios**: Used for long-range voice and Morse code communication with shore stations and other vessels.
- **VHF/UHF Gear**: Essential for line-of-sight communication with passing aircraft and during coastal operations.
- **Radio Beacons:** Broadcasted characteristic signals as a vital aid to navigation for aircraft.
- **Loran**: Long-range navigation equipment allowed the cutters to determine their exact position while on station.
- **Radar & Sonar**: Early models included SF-1 radar and QCO sonar for surface search and anti-submarine warfare, though much of the specialized combat gear was removed in the post-WWII era.

Specialized Weather Equipment

As high endurance cutters (WHEC), their specialized gear supported their role on Ocean Stations:

- **Radiosonde Transmitters**: Used with weather balloons to track air temp, humidity, and pressure up to 50,000 feet.
- **Radar Tracking**: Specifically used to track these balloons to determine upper-level wind speed and direction.
- **Bathythermographs (B/T)**: Deployed to measure water temperature at various depths for oceanographic research.

On **Owasco-class cutters** during the 1950s and 60s, the radio room was still packed with mostly vacuum-tube technology designed for high stability and extreme durability in salt-air environments.

HF Receivers (The "Ears" of the Ship)

- R-390A/URR: The gold standard for HF reception; known for its mechanical digital readout and incredible sensitivity.
- R-388/URR: A common secondary receiver (Collins 51J series) used for monitoring auxiliary channels.
- R-1051: Introduced in the late 60s; a solid-state/tube hybrid that offered precise digital tuning.

HF Transmitters (The "Voice" of the Ship)

- AN/URT-23: High power 1kW transmitter for Single Sideband (SSB) and Continuous Wave (CW) Morse code.
- AN/SRT-14/15/16: Heavy, rack-mounted transmitters used for medium and high-frequency long-range broadcasts.
- T-368: A rugged transmitter often used for AM or CW communication with shore bases.

SB-2244
Patch panel

VHF/UHF & Specialized Gear

- AN/SRC-20/21: Primary UHF sets used for line-of-sight communication with military and commercial aircraft.
- AN/URC-9: A compact UHF transceiver used as a backup for aeronautical distress frequencies.
- AN/GRC-27: A massive, multi-channel UHF set specifically for high-traffic air-to-ground coordination.
- Model 28 Teletype (TTY): The mechanical "printer" used to receive typed weather reports and fleet broadcasts.

Auxiliary & Crypto Equipment

- KW-7 (Orestes): A common 1960s-era cryptographic device used to encrypt and decrypt teletype traffic.
- UQC-1 "Underwater Telephone": Used for acoustic voice communication with nearby submarines.
- URM-25: A signal generator kept on the RM workbench for calibrating and repairing these complex sets at sea.

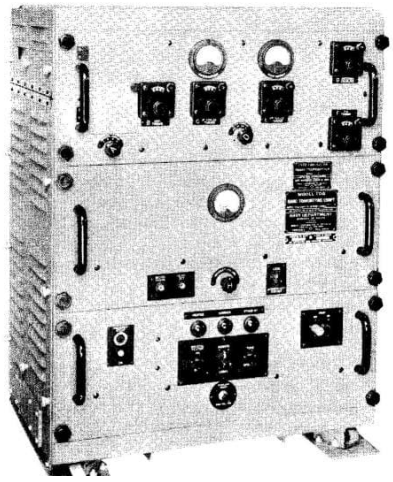
Coast Guard CW Operators Association

The Coast Guard CW Operators Association (CGCWOA) is a membership organization comprising primarily former members of the United States Coast Guard who held the enlisted rating of Radioman (RM) or Telecommunications Specialist (TC), and who employed International Morse Code (CW) in their routine communications duties on Coast Guard cutters and at shore stations. www.cgcwoa.org

R-390A/URR

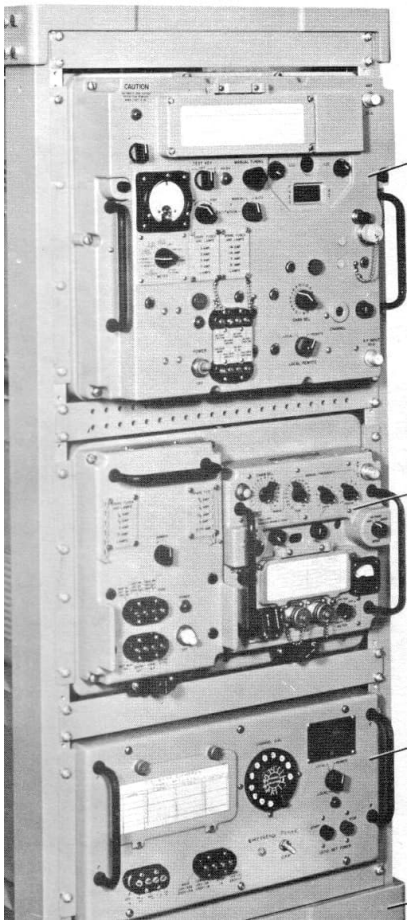
R-388/URR

R-1051 & AN/URT-23B



AN/SRT-14/15/16

T-368

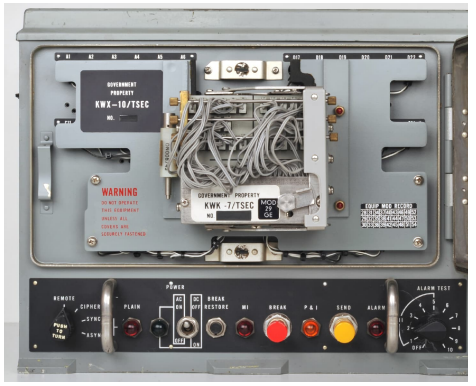


AN/SRC-20/21 with URC-9

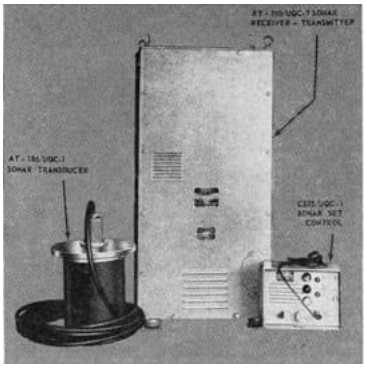
AN/GRC-27

URC-9

TTY-28



KW-7



UQC-1

URM-25

USCG Base Honolulu
in the '60-70s

photos from:
US Coast Guard Base Honolulu (Sand Island)
facebook.com/uscg.sandisland

U.S. Coast Guard In Film And Television

Don Winslow of the Coast Guard (1943), based on the Don Winslow of the Navy comic strip, depicts a Coast Guard intelligence officer hunting down Japanese spies on the west coast of the United States during WWII.

Fighting Coast Guard (1951), depicts Coast Guard trained to help win WWII.

The Guardian (2006), depicts the Aviation Survival Technician (AST) program.

Pain & Gain (2013), starring Dwayne Johnson and Mark Wahlberg, depicted the Coast Guard Deployable Specialized Forces in action.

The Finest Hours (2016), A film portraying the rescue of the crew of SS Pendleton by coxswain Bernard C. Webber and the three other crewmen of Coast Guard Motor Lifeboat CG 36500.

photos from Emmett Cox at:
U.S. Coast Guard Photography
facebook.com/groups/2803161736562974/

USCG Base Honolulu
in the '60-70s

Edward Semler -served in the USCG as master chief petty officer (E-9) then retired as a lieutenant (0-3E)

He has written numerous books about life in the USCG which can be found at his website edsemler.com

snapshot from a slow approach to Sand Island video at the website

Around The World: A memoir documenting his 25-year military career, highlighting his time as a U.S. Coast Guard Lieutenant and his assignments from 1982 to 2007.

United States Coast Guard Cutter Sherman (WHEC-720) Circumnavigation Deployment 2001: A historical record tracking the cutter *Sherman's* rare around-the-world deployment, including enforcement operations in the Persian Gulf.

Thoughts On Being A Chief Petty Officer: A leadership-focused book exploring the unique responsibilities, culture, and expectations of the Chief Petty Officer rank.

Count On Us Coast Guard Cutter Dependable: Law Enforcement and Search & Rescue: A detailed look at the operational history, drug interdiction missions, and rescue profiles of the cutter *Dependable* (WMEC-626).

United States Coast Guard Tragedies: The Coast Guard saying, “You have to go out, but you don’t have to come back” defines this book.

The Tragic End Of The Coast Guard Cutters White Alder, Cuyahoga, & Blackthorn: A historical account investigating the fatal collisions and losses of three distinct Coast Guard cutters.

Deepwater Horizon (2016), depicts the events of 20 April 2010 when the mobile drilling platform Deepwater Horizon suffered a mass casualty explosion that resulted in the deaths of 11 crew members. The film also depicts the Coast Guard's coordination and response in the immediate aftermath of the explosion.

Coast Guard Alaska: Search and Rescue, a series on The Weather Channel that features a Coast Guard search-and-rescue unit based in Kodiak, Alaska. Several series have spun off the original to focus on units based in Cape Disappointment and Florida.

Creed of the United States Coast Guardsman by Vice Admiral Harry G. Hamlet, USCG Commandant 1932 to 1936

I am proud to be a United States Coast Guardsman.
I revere that long line of expert seamen who by their devotion to duty and sacrifice of self have made it possible for me to be a member of a service honored and respected, in peace and in war, throughout the world.
I never, by word or deed, will bring reproach upon the fair name of my service, nor permit others to do so unchallenged.
I will cheerfully and willingly obey all lawful orders.
I will always be on time to relieve, and shall endeavor to do more, rather than less, than my share.
I will always be at my station, alert and attending to my duties.
I shall, so far as I am able, bring to my seniors solutions, not problems.
I shall live joyously, but always with due regard for the rights and privileges of others.
I shall endeavor to be a model citizen in the community in which I live.
I shall sell life dearly to an enemy of my country, but give it freely to rescue those in peril.
With God's help, I shall endeavor to be one of His noblest Works...
A UNITED STATES COAST GUARDSMAN.

"Fair winds and following seas,
—we have the watch. Semper P"

Front & rear cover art by Gemini, which is A.I. and can make mistakes