

Succession of Commanding Officers

U. S. Coast Guard Cutter STORIS (WMEC-38)

CDR C. W. Dean 1944-1946	CDR L.G. Krumm 1976-1978
DECOMMISSIONED 1946-1947	CDR D.H. Freeborn 1978-1980
CDR J.R. Kurcheski 1947-1952	CDR H.E.C. Budd, Jr. 1980-1982
CDR P.E. Trimble 1952-1953	CDR J.T. Cushman 1982-1984
CDR G.W. Playdon 1953-1956	CDR J.J. Shaw 1984-1986
CDR H.L. Wood 1956-1958	CDR A.F. Walker 1986-1988
CDR W.C. Foster 1958-1960	CDR J.A. Doty 1988-1990
CDR O.L. Dawson 1960-1962	CDR P.E. Sherer 1990-1992
CDR R.B. Clark 1962-1964	CDR D.W. Mackenzie 1992-1994
CDR R.A. Ratti 1964-1966	CDR G.M. Davis 1994-1996
CDR G.W. Hardy Jr. 1966-1968	CDR B.D. Horrocks 1996-1998
CDR J.H. Byrd 1968-1970	CDR M.L. Miller 1998-2000
CDR W.P. Allen 1970-1972	CDR C.A. Gilbert 2000-2002
CDR M.J. Stewart 1972-1974	CDR M.B. Cerne 2002-2004
CDR B.S. Little 1974-1976	CAPT J. L. McCauley 2004-2007



Decommissioning Ceremony USCGC STORIS (WMEC 38)

and

Oldest Commissioned Cutter Award Ceremony USCGC ACUSHNET (WMEC 167)

ISC Kodiak
Kodiak, AK
February 8, 2007



Traditions

The decommissioning of a ship is steeped in tradition from “officer’s call” to “securing the watch.” In preparation for decommissioning, each department head will report the status of his equipment. The First Lieutenant will report the decks are secure, the cannon balls have been removed, and the cannons have been spiked. The Engineer Officer will report the shafts are locked and the tiller has been lashed amidships. The Operations Officer will report the chronometer has been allowed to wind down, the galley fires have been doused, and the rations have been commuted. Each of these reports symbolically represent the end of the ship’s operation.

Central to our ceremony will be the striking (lowering) of the commission pennant. The pennant, which is visible near the top of the mast, is the symbol of a vessel commissioned to the service of the United States. The commission pennant is a reduced version of the “pennon” used by noble families in the Middle Ages on which were emblazoned the Arms of the bearer. These streamers, sometimes of great size and length, were flown on board ships in which the owners were embarked. Today, all naval ships fly a commission pennant which represents the personal insignia of the officer appointed to command the ship.

The standardized Coast Guard pennant and ensign were established by Congress in 1799 to distinguish ships of the U.S. Revenue Cutter Service. Both bear 16 stripes for the states then in the Union. The pennant also carries 13 stars.

The ship’s company departing ashore, the striking of eight bells, and the lowering of the colors and pennants will symbolize an end of over 64 years of gallant and devoted service by STORIS.

The Oldest Commissioned Cutter Award is presented to the cutter in active service, holding the earliest date of service in the United States Coast Guard. It is presented in recognition of the vigorous pursuit of time honored Coast Guard duties and as a token of long service to the nation. Additionally, the oldest ship in the fleet is given the distinction and honor to sail with gold hull numbers.



USCGC ACUSHNET's *General Characteristics*

Overall Length	213 feet 6.5 inches
Length between perpendiculars	207 feet
Beam, Extreme Molded	40 feet 7.75 inches
Height above Water Line.....	Bridge 18' Mast 72'
Full Load (Operating) Draft	12.8 feet (fwd) 13.5 feet (aft)
Full Load Displacement	1720 tons
Fuel Capacity DFM	88K gallons
Water Capacity	36K gallons
Water Making Capacity	14K gallons per day
Prime Mover (main engine)	Diesel Electric Plant: 4 Fairbanks-Morse 38D-1/8 Engines
Main Motor	4 General Electric Motors
Propeller	2 Four-Bladed Fixed Propeller
Horsepower – Total	3460
Maximum Range:	14500 NM
Maximum Speed	15.8 Knots
Best Economical Speed	8 Knots
Armament:	2 .50 Cal Machine Guns
Compliment	12 Officers 70 Enlisted
Keel Laid	26 October 1942
Launched	1 April 1943
Commissioned	3 February 1944
Commissioned in the Coast Guard.	23 August 1946

Order of Ceremonies

**Official Party Arrives*

**National Anthem*

The Alaska Brass
Air Force Band of the Pacific

**Invocation*

LT David Alexander, USN

Welcome Remarks

CDR Steven. T. Pearson, USCG

Presentation of Oldest Commissioned Cutter Award by

Captain James L. McCauley
Commanding Officer, USCGC STORIS

Acceptance by

Commander Marc Stegman
Commanding Officer, USCGC ACUSHNET

Remarks by

RADM Arthur E. Brooks
Commander, Seventeenth Coast Guard District

CAPT James L. McCauley
Commanding Officer USCGC STORIS

Distinguished Guests

Decommissioning

Attention to Orders
Traditional Reports
Striking of the Bells
Presentation of Commissioning Pennant,
National Ensign and Union Jack

**Official Party Departs*

*indicates guests are requested to stand

USCGC STORIS (WMEC-38)

The keel of USCGC STORIS (WMEC-38) was laid down on July 14, 1941, launched April 4, 1942 and commissioned on September 30, 1942 as an ice patrol tender. Initially assigned to the North Atlantic during World War II, STORIS participated in the Greenland Patrols. She was tasked with patrolling the east coast of Greenland to prevent the establishment of German weather stations.

During her first years, STORIS operated in the very waters from which her name was derived. "STORIS" is a Scandinavian name taken from the Eskimo word "siorssuit" meaning "great ice."

Following the war, STORIS' homeport was changed from Boston to Curtis Bay, Maryland. On September 15, 1943, STORIS was reassigned to Juneau, Alaska where she participated in the Bering Sea Patrol, which entailed delivering medical, dental and judicial services to isolated native villages in the far reaches of the territory. At the same time, STORIS assisted in establishing Alaskan LORAN stations, provided supplies for the Defense Early Warning System (DEWLINE) and conducted hydrographic surveys in the uncharted central Arctic Seas.

On July 1, 1957, STORIS departed in company with the Coast Guard Cutters BRAMBLE and SPAR to search for a deep draft channel through the Arctic Ocean and to collect hydrographic information. This historic transit ended a 450-year search for the Northwest Passage – a route for large ships across the top of North America. Upon her return to Greenland waters, STORIS became the first U.S. registered vessel to circumnavigate the North American continent. Shortly after her return in late 1957, the STORIS was reassigned to her new homeport of Kodiak, Alaska.

In 1972, STORIS underwent a major renovation converting her from a light icebreaker to a medium endurance cutter. With the change in designation, there also came a change in primary duties. STORIS' primary functions shifted to enforcing laws and treaties of the domestic and foreign fisheries in the Bering Sea and Gulf of Alaska. Despite the emphasis on law enforcement, STORIS can also use her icebreaking capabilities such as when she assisted tugs and barges, carrying vital supplies to the Prudhoe Bay oilfields in 1975. STORIS underwent another major maintenance overhaul in 1986 that replaced her power plant and expanding her living quarters to include a new berthing area for women.

Today, STORIS concludes over 64 years of service to the nation and Alaska. Her excellent condition and longevity are a testimony to all those who had the pleasure to serve aboard her.



COAT OF ARMS USCGC STORIS (WMEC 38)

BLAZON

SHIELD: Paly of six Argent and Azure a chief indented counterchange, overall an Alaskan kayak paddle and a mace saltirewise Or; a stylized label of three indentations Gules.

CREST: From a wreath Argent and Azure demi-compass rose Azure and Gules with annulet rompu, overall the arm of Liberty bendwise grasping a demi-trident Or.

MOTTO: ALASXAM ILAQAAN MAYAAQISNIKACHXIIZAX
(Good Hunter of Alaskan Waters)

SYMBOLISM

SHIELD: The six pales represent the primary elements of the distinguished career of the STORIS, namely, the oldest cutter, longest Alaskan service, early Bearing Sea patrols, World War II duty, modern patrols to the Bearing Sea and historic Northwest Passage cruise. The dancetty division represents ice-breaking duties and with the tinctures of the field, the origin of the ship's mane, which translates to great or Blue Ice. The same division recalls the STORIS' support of the DEWLINE before Alaska joined the Union in 1959. Maritime authority and law enforcement is referred to by the mace. The Alaskan paddle recalls the region's very close ties to the ship's history and contribution to the welfare of native Alaskans. It is decorated with symbols of native culture. The stylized label alludes once more to the STORIS' seniority as oldest cutter in the service. Its points are derived from weather-map diagrams, symbolizing the ship's weather patrols. Gold denotes excellence, scarlet courage; along with white and blue, the United States is signified.

CREST: The top portion of the compass rose recalls the circumnavigation of the Northern United States by the STORIS in 1957. The arm of Liberty represents the United States and is holding a demi-trident bendwise, pointing the way through the Northwest Passage, the STORIS being the first vessel to make that journey. The broken ring on the compass rose alludes to the damage inflicted on Nazi weather stations during World War II. Gold denotes excellence.

USCGC STORIS'

General Characteristics

Overall Length	230 feet
Length between perpendiculars	220 feet
Beam, Extreme Molded	43 feet
Height above Water Line.....	Bridge 24' 10" Mast 107' 11"
Full Load (Operating) Draft	13.4 feet (fwd) 13.10 feet (aft)
Full Load Displacement	1730.79 tons
Fuel Capacity DFM	100K gallons
Water Capacity	5K gallons
Water Making Capacity	4800 gallons per day
Prime Mover (main engine)	Diesel Electric Plant: 3 EMD Engines
Main Motor	1 Tyco-Westinghouse Motor
Propeller	1 Five Bladed Fixed Propeller
Horsepower – Total	1800
Maximum Range	9500 NM
Maximum Speed	13.5 Knots
Best Economical Speed	10.5 Knots
Armament	1 25MM Mk 38 2 .50 Cal Machine Guns
Endurance	25 Days independent
Boom Capacity	5k pounds
Cargo Capacity	1730 MT
Compliment	12 Officers 68 Enlisted

Keel Laid14 July 1941
 Launched4 April 1942
 Commissioned30 September 1942

Decommissioned8 February 2007

USCGC ACUSHNET (WMEC 167)

The last of the Diver Class Coast Guard Cutters was originally commissioned as USS SHACKLE (ARS 9), a salvage ship for the US Navy, in 1944. ACUSHNET's operational history as USS SHACKLE includes participation in diving, salvage and minesweeping efforts at Pearl Harbor, Midway Island, Eniwetok, Guam, Saipan, and Japan. In February of 1945, SHACKLE sailed for the invasion of Iwo Jima where she successfully completed over 44 diving and salvage assignments. During March of 1945, she served as a supporting unit for the Okinawa invasion. For her outstanding performance in World War II, USS SHACKLE was awarded three battle stars.

ACUSHNET was commissioned as a Coast Guard Cutter in 1946, and was later joined by two other vessels of the same class, ESCAPE (ex-ARS 6) and YOCONA (ex-SEIZE ARS 26). ACUSHNET has been designated as a tug (WAT), an oceanographic vessel (WAGO), and as a medium endurance cutter (WMEC). She is the second Coast Guard cutter to bear the name ACUSHNET.

ACUSHNET's first homeport as a Coast Guard Tug was Portland, Maine, where she earned a valiant reputation as a dependable friend to fishermen and boaters in distress. From 1968 to 1978, ACUSHNET supported the National Data Buoy Project while designated as an oceanographic vessel primarily out of San Diego, California (1968 – 1971) and then out of Gulfport, Mississippi. In 1978, ACUSHNET was reclassified as a medium endurance cutter primarily to enforce maritime laws in the Gulf of Mexico, Atlantic Ocean and Caribbean Sea. ACUSHNET also executed other duties, such as environmental protection, boating safety, search and rescue. Serving as the second largest cutter on scene, ACUSHNET also participated in the 1980 Mariel Boat Lift operation from Cuba, the largest immigration crisis in the history of the Coast Guard.

In 1990, ACUSHNET changed homeport to Eureka, California and patrolled the West Coast from the southern waters of California to the northern waters of the Bering Sea. ACUSHNET changed homeport to Ketchikan, Alaska, in 1998 where she primarily patrols the Gulf of Alaska and Bering Sea.

ACUSHNET, nicknamed "The 'A' Team in Alaskan Fisheries," is credited with handling the Alaskan environment more effectively than most other cutters even though she lacks a flight deck and modern weapons systems. Though numerous modifications and refits to the ship have taken place in over a half-century, ACUSHNET still uses an engine-order-telegraph system to control engine speeds. The cutter's motto, "*Juvate, Servate, Confirmate,*" means "*Help, Save, Strengthen.*"



USCGC STORIS (WMEC 38) ***Decommissioning Crew***

CAPT James L. McCauley
Commanding Officer

CDR Steven T. Pearson
Executive Officer

Operations Department

LT Matthew R. Anderson
LTJG Joshua D. Boyle
ENS Christiana M. Hawn
ENS Sommers J. Cole
ENS Joshua L. Smith
BMC Gregory T. Papineau
FSC Christopher E. Stewart
ET1 Kirk P. Hurn
FS1 Kevin M. Ball

HS1 Elaine A. Jergons
OS1 Eric M. Rivera
SK1 David C. Curran, Jr.
YN1 Lina P. Timoteo
ET2 David L. Winters
OS2 Astrid D. Dececco
BM3 Benjamin T. Bradley
BM3 William P. Flores
BM3 Isaac M. Medina

BK3 Aldo E. Soltero
ET3 Dean A. Rutter-Reese
FS3 Stephen H. Carson
FS3 Jeffery M. Masse
FS3 Dustin M. Smith
IT3 Daren L. Poindexter
OS3 Kristopher L. Gordon
OS3 John H. Hendrix III

Engineering Department

LT David L. Melton
LTJG Ryan C. Miller
CWO2 Brad K. Wise
EMC David C. Mooney
MKC Eric L. Nelson
MKC Michael A. Payne
DC1 Thomas M. Logan
MK1 Joshua K. Meese

MK1 David W. Twine
MK1 Michael A. White
EM2 Erik E. Johnson
DC3 Coyet A. Carter
DC3 Adam C. Dickerson
DC3 Jonathan G. Skinner
EM3 Erik J. Bratland
EM3 Yoshua Eli

MK3 Paul C. Monteverde
MK3 Michael P. Pate
FN Gordon C. Fernandez, Jr
FN Matteo L. Friscia
FN James Lazaro
FN Shawn A. Thornton
FN Scott M. Simmons
FA Timothy C. Sousa

Deck Department

LTJG Christopher W. Toms
BMC Travis W. Cook
BM1 George A. Rau III
GM2 David M. Milliron, Jr.
BM2 Harry F. Ward
BM3 Darcy L. Crop
BM3 Nathan S. Disher

BM3 James R. Hayden, Jr.
BM3 Santiago Parra
SN Cory A. Armitage
SN Gary D. Barnum
SN Jonathan M. Cohen
SN Klaus G. Eisenbrenner
SN Robyn M. Faught

SN Hugo F. Fierro
SN Benjamin P. Lambert
SN Michael B. Mulvaney
SN Stephen B. Powell
SN Gretchen Schott
SN Kenneth Stephens
SN Michael C. VonBormann
SN Jesse D. Wallace

Rear Admiral **Arthur E. (Gene) Brooks**

Commander, Seventeenth Coast Guard District
Joint Forces Maritime Component Commander, Alaska



Rear Admiral Brooks directs Coast Guard operations including search and rescue, maritime safety, environmental protection, fisheries law enforcement and military readiness in Alaska and the North Pacific. Units and personnel under his command patrol over 3.8 million square miles of ocean and 33,000 miles of coastline, including some of the most treacherous waters in the world. More than 950,000 square miles off the Alaskan coast are monitored to enforce the U.S. 200-mile Exclusive Economic Zone. An even larger area of the North Pacific is patrolled to stop illegal, large scale, high seas drift netting. Maritime safety and environmental protection are priority missions. The Port of Valdez is the trans-shipment point for 17 percent of the oil that America produces every day. Preventing spills and accidents is a major task. Alaska is also the world's second most popular cruise destination, bringing 700,000 passengers to its waters every year. Safety of these ships and passengers and protection of these pristine waters is a critical mission.

Rear Admiral Brooks was commissioned as an Ensign upon graduation from the United States Coast Guard Academy in 1974. His first duty assignment was aboard the Coast Guard Cutter *DEPENDABLE*. Other afloat tours included Commanding Officer, *USCGC POINT HARRIS*; Executive Officer, *USCGC CONFIDENCE*; and Commanding Officer, *USCGC SENECA*. Ashore tours included the Fifth CG District Operations Center; Assistant Staff Legal Officer, Eleventh CG District; Head, Department of Professional Development; Staff Legal Officer; and Commandant of Cadets, Coast Guard Academy; Commander, Coast Guard Greater Antilles Section; Chief of Staff, Coast Guard Atlantic Area; and Deputy Director for Operations, US Northern Command.

In addition to his Bachelor of Science degree from the U. S. Coast Guard Academy, he holds a Juris Doctor degree from the Marshall-Wythe School of Law, College of William & Mary, Williamsburg, Virginia. He was the Coast Guard Fellow in the Department of State's 39th Senior Seminar, National Foreign Affairs Training Center, Arlington, Virginia. and is a graduate of the Harvard University, Kennedy School of Government Senior Executive National and International Security Program.

