

Vice Admiral Robert I. Price, U. S. Coast Guard (retired) was born 9/22/21 in New York City. He was commissioned in the Coast Guard in 1945 after graduating from the Academy at New London, CT. His career combined advancing safety standards for international Maritime Safety, with operational and managerial posts of increasing responsibility over the spectrum of Coast Guard missions.

He first served aboard USS PETTIT (DE) in the So. Pacific as First Lt.. Next, sailed to the Arctic, Antarctic and Alaska on the polar icebreaker CGC NORTHWIND, from Deck to Navigating Officer. Qualifying for engineering duty on CGCs TAMPA (steam) and UNIMAK (diesel) , in 1950 he was selected for a postgraduate program at M.I T., with the professional degree of Naval Engineer. In 1953, served at the Coast Guard shipyard as ship repair superintendent; then as Engineer and Executive Officer on CGC McCULLOCH. Licensed as a Professional Engineer in the District of Columbia.

In 1955, he was assigned to the Merchant Marine Technical Division at USCG Headquarters., reviewing plans for ships under construction in U.S shipyards for compliance with regulations. In 1958-1960, , he was assigned as Technical Secretary of the U.S. Delegation preparing for the International Conference on Safety of Life at Sea, (SOLAS 60), to convene in London. after loss of the ANDREA DORIA . He attended the six -week Conference with the 65 man Delegation, and, at conclusion, drafted the Commandant's Report to the Dept. of State.

Under his command in 1960, USCGC NEMESIS rescued the first of many groups fleeing Cuba in unsafe craft. (Twenty years later, from headquarters on Governors Island, he was operational commander of Coast Guard forces safeguarding the massive Cuban exodus from Mariel.)

Between 1962 and 1971, he was reassigned to Headquarters , Merchant Marine Technical Division with collateral duty as U. S. Representative for most technical negotiations of the International Maritime Organization (IMO), a United Nations agency., providing leadership toward U.S. safety and environmental objectives for passenger ships, tankers, chemical carriers, and liquified gas ships and the shipping of grain and containers.

Of particular concern were 5 passenger ship fires, with severe loss of life. The U.S. succeeded at IMO in 1966 with a complete revision of the SOLAS fire safety requirements. CDR Price was awarded the Legion of Merit.

By 1970, he had charge of a Special Projects Group, evaluating emerging concepts for the Coast Guard's role. Hydrofoils, hovercraft, molten sulphur cargo, submersibles, and undersea dwellings. There was no EPA at this time, and concerns for Safety of the Environment were mounting. Congress called for an action report by October 1970, particularly on Control of Hazardous Polluting Substances. DOT delegated this duty to the Coast Guard Marine Safety Office to conduct, on a "crash" basis, an Industry-Government investigation of measures needed. . With the Coast Guard classic response, he assembled a one-time team of the "best", that rallied to produce a report in depth, and on time.

From 1971-73, he was Captain of the Port, Philadelphia, supervising commercial ship operations, port safety, and security for the expanse of the Delaware Valley, based at Gloucester City, NJ. Advanced to Flag rank in 1974, he took charge of the newly formed HQ Office of Marine Environment and Systems dealing on a global scale with pollution prevention, port control, and aids to navigation.

He commanded the Eleventh Coast Guard District in Southern California from 1976-78. Promoted to Vice Admiral, from 1978 -81, he held the senior field post at Governors Island, NY, as Commander, Atlantic Area, and Third Coast Guard District. His military decorations include two awards each of the Distinguished Service Medal, Legion of Merit, and Meritorious Service Medal and one award of the Coast Guard Commendation Medal.

Retiring from the Coast Guard in 1981, Admiral Price was, for 5 years, Senior Vice President of J.J. Henry Co., a major NY marine engineering firm. After 1986, as a Maritime Consultant, he conducted environmental studies for the State of New Jersey, and was State of Washington member of a Disputes Review Board during construction of three large State ferries. He participated in engineering and management analyses, legal cases in admiralty, served as arbitrator, and performed preliminary plan review, safety surveys and crew training for a number of passenger cruise ship operators. His latest such cruise engagement was completed in January 2011.

He is a Fellow - Royal Institution of Naval Architects; Life Fellow - Society of Naval Architects and Marine Engineers; Life Member emeritus - American Society of Naval Engineers. Member -Society of the Sigma Xi, Society of Maritime Arbitrators, American Bureau of Shipping. Non-lawyer member - Maritime Law Association. Author of more than 30 published articles on Ship Safety and Pollution Control / Prevention. Co-author of " Ship Design and Construction ". In 1982, he received the Land Medal of the Society of Naval Architects and Marine Engineers for "outstanding accomplishment in the marine field. "

Virginia, his dear wife of 70 years, recently deceased, left him with two daughters (Andrea Stevens and Keven Chriss), four grandchildren, and seven great-grandchildren.

