

HISTORIC AMERICAN ENGINEERING RECORD

U.S. COAST GUARD CUTTER *ACTIVE* (WMEC 618)

HAER No. WA-228

Location: City Pier, Port Angeles, Clallam County, Washington

Rig/Type of Craft: Medium Endurance Cutter

Trade: Search and rescue (SAR), enforcement of laws and treaties

Official Number: WMEC 618 (current)
WPC 618 (previous)

Principal Measurements: (As Built)
Overall Length: 210'-6"
Length (waterline): 200'
Beam: 34'
Depth: 19'-6"
Draft: 10'-6"
Displacement: 930 tons

Propulsion: Twin Alco Diesel Engines (Current)
Combination Diesel and Gas (As Built)

Dates of Construction: Contract Awarded: November 12, 1963
Scheduled Delivery: August 12, 1965
Keel Laid: June 29, 1964
Launched: July 31, 1965
Commissioned: September 17, 1966
MMA Decommission: October 1984
MMA Recommission: February 1987

Location of Construction: Sturgeon Bay, Wisconsin

Designer: U.S. Naval Architecture and Engineering Department

Builder: Christy Corporation

Original Cost: \$2,215,580

Original and Current Owner: U.S. Coast Guard

Disposition: Active

Significance: U.S. Coast Guard Cutter *Active* was the fourth cutter constructed of the 210' *Reliance* class, the first major addition to the Coast Guard's aging fleet since World War II. The *Reliance* class replaced the 125' and 165' Prohibition-era cutters. *Active* featured a combination diesel and gas (CODAG) powerhouse, which was one of the first installations of its kind in a U.S. military vessel. Like the rest of the cutters comprising the *Reliance* class, *Active* had a large flight deck resulting from the routing of the exhaust horizontally rather than through a vertical stack and modernized crew accommodations. The cutter has been involved in patrolling fisheries, counter drug trafficking operations, law enforcement, and search and rescues. *Active* has also participated in several high-profile missions, including the clean-up efforts after the Exxon Valdez oil spill.

Historian: Tyler D. Allen (Michigan Technology University), 2017

Project Information: The U.S. Coast Guard Medium Endurance Cutter, 210' *Reliance* Class Documentation Project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. Heritage Documentation Programs (HDP) of the National Park Service, U.S. Department of the Interior, administers the HAER program. The project was prepared under the direction of Todd Croteau (HAER Maritime Program Coordinator). Jarob Ortiz (HDP Photographer) and Todd Croteau produced the large-format photographs of the class. Tyler D. Allen wrote the historical reports under the supervision of Justine Christianson (HAER Historian).

FOR ADDITIONAL INFORMATION ON THE U.S. COAST GUARD 210' MEDIUM ENDURANCE CUTTERS, SEE:

HAER No. DC-71	U.S. Coast Guard Medium Endurance Cutter, 210' <i>Reliance</i> Class
HAER No. FL-34	U.S. Coast Guard Cutter <i>Resolute</i>
HAER No. FL-35	U.S. Coast Guard Cutter <i>Vigilant</i>
HAER No. FL-36	U.S. Coast Guard Cutter <i>Confidence</i>
HAER No. FL-37	U.S. Coast Guard Cutter <i>Valiant</i>
HAER No. FL-38	U.S. Coast Guard Cutter <i>Venturous</i>
HAER No. ME-107	U.S. Coast Guard Cutter <i>Reliance</i>
HAER No. MS-20	U.S. Coast Guard Cutter <i>Decisive</i>

HAER No. NC-51	U.S. Coast Guard Cutter <i>Diligence</i>
HAER No. OR-187	U.S. Coast Guard Cutter <i>Steadfast</i>
HAER No. OR-188	U.S. Coast Guard <i>Alert</i>
HAER No. TX-3402	U.S. Coast Guard Cutter <i>Dauntless</i>
HAER No. VA-143	U.S. Coast Guard Cutter <i>Dependable</i>
HAER No. VA-144	U.S. Coast Guard Cutter <i>Vigorous</i>

PART I: HISTORICAL INFORMATION

A. PHYSICAL HISTORY

1. Dates of Construction: The U.S. Coast Guard awarded the contract for the construction of *Active* to the Christy Corporation on November 12, 1963, with a scheduled delivery date of August 12, 1965. Construction began with the keel laying on June 29, 1964, at the Christy Corporation's shipyard in Sturgeon Bay, Wisconsin. *Active* was christened on July 31, 1965, with Rep. Leonor K. Sullivan, who served on the House Merchant Marine and Fisheries Committee, serving as sponsor. The ship was commissioned on September 17, 1966, at its homeport of New Castle, New Hampshire, with Representative Sullivan and other dignitaries in attendance.¹

2. Designer/Naval Architect: The U.S. Navy's Department of Naval Architecture and Engineering designed the 210' *Reliance*-class cutters to fulfill the Coast Guard's mission while also anticipating potential hostilities between the United States and the Soviet Union. The new *Reliance* class featured improvements in habitability, including air conditioning throughout the ship. Famed industrial design firm Raymond Loewy/William Snaith, Inc. worked with S.W. Lank, Chief of the Coast Guard's Design Branch, to develop habitability and environmental control standards for the 210' class. This involved collaborating with the Naval Engineering Center to redesign shipboard furniture and to review and approve all materials and finishes, light fixtures, pictures and frames, upholstery fabric, curtains, tiles, and vinyl asbestos floor coverings. The result was a technologically advanced class of ships that featured modern comforts.²

3. Builder: Although this was the only one of the sixteen *Reliance*-class cutters that the Christy Corporation constructed, the company did have a long history of shipbuilding for the U.S. Navy. The company was founded in 1918 as Sturgeon Bay Shipbuilding, specializing in building

¹ Robert L. Scheina, *U.S. Coast Guard Cutters and Craft, 1946-1990* (Annapolis, MD: Naval Institute Press, 1990), 41; "Congressional Delegate to Visit New Cutter," Coast Guard News Release 86-66, September 20, 1966, in Active (WMEC 618) Folder, Box 139 of 754, Cutter Collection, U.S. Coast Guard Historian's Office, Washington, D.C.

² "U.S. Coast Guard 210 Ft. Search & Rescue Cutter Construction Supervision," December 28, 1961, and letter from Frank Finkle, Account Director, Raymond Loewy/William Snaith, Inc., to Admiral Trimble, U.S. Coast Guard, May 17, 1960, both in Box 192, Raymond Loewy Papers, Library of Congress, Washington, D.C. See also, William H. Thiesen, "The History of the 'Racing Stripe' Emblem and Brand, Part 1: The United States Coast Guard," *Sea History* 139 (Summer 2012): 28-29.

freight ships and barges used on the Great Lakes. The company was later merged as Bay Shipbuilding Company in 1967. In 2008, the company became a subsidiary to Fincantieri as the Fincantieri Marine Group. The company continues to build and repair lake freighters despite reduced demand as a result of the decline in mining in the region.³

4. Original Plans and Construction: The 210' *Reliance*-class cutters were designed to support the Coast Guard's search and rescue (SAR) and law enforcement activities hundreds of miles offshore. In order to undertake SAR operations, the cutters were equipped with surfboats and rubber rafts, could tow vessels up to 10,000 pounds, and had pumping, firefighting, and fuel transfer systems onboard. The class could also support the U.S. Navy as the United States considered the real possibility of war with the Soviet Union. The cutters were designed to support anti-submarine (A/S) weapons and equipment, making them available as A/S escorts should the need arise. The 210' cutters had welded steel hulls and aluminum superstructures. A raised forecastle housed officer accommodations with a pilot house on top. The flight deck for Coast Guard helicopters was behind the superstructure. This further extended the range of the agency's SAR and law enforcement capabilities. In another innovative feature, the exhaust was initially routed through horizontal exhausts to the stern of the ship. This allowed for an uninterrupted, 360-degree line of sight in the pilot house and a larger flight deck.

The *Reliance* class was subdivided into an 'A' and a 'B' class depending upon the type of power equipment, with vessels in the 'A' class using a combination of diesel and gas (CODAG) system and the vessels in the 'B' class using twin diesel engines. *Active* was part of the 'A' class, so it was equipped with two turbocharged 12-cylinder Cooper-Bessemer diesel engines operating in conjunction with gas aircraft turbines. The CODAG system generated approximately 5,100 brake horsepower (bhp) and produced speeds over 18 knots. The power generated was routed to two controllable pitch propellers located at the ship's stern.⁴

The armament onboard in 1969 consisted of a single 3"/50-caliber gun at the forecastle and two 50-caliber machine guns on the fantail or bridge. The habitability of the ship was touted as modern and comfortable, with air-conditioned living spaces, plastic laminate panels, "modern galleys, recreation equipment, and comfortable messing and living spaces add to crew comfort not previously furnished on other military cutters."⁵

For more information on original plans and construction, see the U.S. Coast Guard Medium Endurance Cutter, 210' *Reliance* Class overview report, HAER No. DC-71.

³ "Bay Shipbuilding, Sturgeon Bay Wisconsin," List of Ships Built and History, April 23, 2017, <http://shipbuildinghistory.com/shipyards/large/bay.htm>, accessed August 9, 2017.

⁴ " 'Reliance' Class Cutters," *Shipbuilding and Shipping Record* 106 (November 4, 1965): 617-626; "Welcome Aboard – USCGC *Active*, WMEC 618," May 27, 1969, in *Active* (WMEC 618) Folder.

⁵ Quote from News Release, Release No. 266-66, no date, in *Active* (WMEC 618) Folder; see also, "Welcome Aboard," 1969.

5. Modifications: In 1970, U.S. Coast Guard personnel overhauled the turbines.⁶ A 1980 pamphlet indicated two 40-mm machine guns had been added to the ship's armament. That publication also noted there were two diesel-powered, 26' self-bailing motor surf boats on board that could be lowered or raised via modern gravity davits. Each surf boat carried sixteen people and had top speeds of 11 knots.⁷

In October 1984, *Active* was decommissioned for midlife maintenance as part of the Major Maintenance Availability (MMA) program. The goal of this program was to extend the ship's service life for another ten to fifteen years by essentially gutting the ship to the hull, upgrading the systems, and overhauling the machinery. *Active* was the first of the *Reliance* 'A' class cutters to undergo MMA work, which was done at the Coast Guard's Curtis Bay, Maryland, yard. Coast Guard personnel gutted and then sandblasted the ship to bare metal in order to identify and repair any structural issues. The horizontal exhaust was removed and a vertical stack installed. This alteration was also possible because the Coast Guard's new helicopters could be accommodated on a shorter flight deck. The office and living quarters were reconfigured and updated, including the installation of modular berths to create additional living space. The false overheads and bulkheads were removed, and new panels constructed of lightweight materials were installed as dividers and "to protect the skin of the vessel in high traffic areas, such as the mess deck." The installation of these lighter panels also decreased the ship's displacement and led to greater stability. Mechanical systems were updated, including the replacement of the 12-cylinder diesel engines with 16-cylinder Alco diesel engines like those found on the 'B' class cutters. The high cost of operation and torque/speed complications led to this major alteration. The installation of the new power system meant the boilers, evaporators, and diesel generators were located to new places in the engine room; a new engine room control booth was also built. The foam firefighting capacity was doubled, and a new fire and smoke detector system was installed. A compact emergency generator control switchboard, refrigeration plant, air conditioning units, marine sanitation system, electronic telephone, radio and navigation electronics, ventilation, and electrical distribution completed the system upgrades. The forward engineering storeroom was redesigned to accommodate modular cabinets and a C-3 computer terminal. *Active* was recommissioned in February 1987.⁸

⁶ Memo from Commander, First Coast Guard District to Commandant, Subject: NR1 Serial 10061 and NR2 Serial 10062 Solar Gas Turbine 2500 Mar. Inspection and Resulting Overhaul, June 15, 1970, in *Active* (WMEC 618) Folder.

⁷ "Welcome Aboard-Active (WMEC-618)," September 2, 1980, in *Active* (WMEC 618) Folder.

⁸ "Yard Completes Overhaul of Cutter ACTIVE," *Yard News* [Baltimore, Maryland] 36, no. 3 (March 1987): 1, 4, 5.

The next phase of upgrades, known as the Mission Effectiveness Program (MEP), began in 2005. As the *Reliance*-class cutters began exceeding the intended thirty-year lifespan, the equipment became unsupportable and upkeep costs increased. The MEP sought “to increase the mission effectiveness of selected cutters by driving down the number of equipment failures, thus resulting in increased operational availability.”⁹ The work addressed the hulls and mechanical issues; command, control, and computer systems were not upgraded as part of the work. Refurbishing of the 110', 210', and 270' cutters as part of the MEP again took place at the Coast Guard’s Curtis Bay Yard. Completed in 2010, the program addressed 100 to 125 items that had been determined to be interfering with the effectiveness of the 210' vessels and took approximately seven to nine months to complete on one cutter. The Coast Guard expected the MEP program would extend the service life of the 210' class by another fifteen years, or until the new class, known as the Offshore Patrol Cutters (OPC), was ready.¹⁰

For more information on modifications, see the U.S. Coast Guard Medium Endurance Cutter, 210' *Reliance* Class overview report, HAER No. DC-71.

6. Names: The current U.S. Coast Guard Cutter *Active* is the seventh vessel to bear the name in the U.S. Coast Guard or any of the services that were consolidated into what is the modern Coast Guard. The first *Active* was one of the original ten ships in the Revenue Cutter Service. The 50-ton schooner was in service from 1790 to 1800. The second *Active* operated from 1812-1817, followed by another in operation until 1825. The fourth *Active* served from 1866-1875, while the fifth was a pleasure craft that was renamed *Active* and used during World War I. Finally, the sixth *Active* was a 125' cutter used during Prohibition that later served in World War II. It was decommissioned in 1962. *Active*’s name, much like the other 210' *Reliance*-class cutters, is derived from an aspirational trait.¹¹

B. HISTORICAL CONTEXT

Commissioned on September 17, 1966, *Active* was the fourth cutter constructed in the 210' *Reliance* class and part of a major Coast Guard fleet revitalization that would continue into the 1970s. The 210' *Reliance*-class cutters were the first major additions to the Coast Guard’s medium and high endurance cutter fleet since World War II, replacing the aging 125' and 165' Prohibition-era cutters. The *Reliance*-class cutters were a marked improvement from the older Coast Guard cutters, and included a flight deck capable of facilitating helicopter operations for brief periods of time, improved crew accommodations that featured air conditioning throughout the ship (except the engine room), and superior navigation and communications technology.¹²

⁹ Linda M. Johnson, “Mission Effectiveness Project Improves Performance of Aging Cutters, Bridges Gap until New Cutters Are Delivered,” *Delivering the Goods: News from the U.S. Coast Guard Acquisition Directorate* 20 (August 2009), 1, available at <https://www.hsdl.org/?view&did=22383>, accessed August 11, 2017.

¹⁰ Richard Scott, “U.S. Coast Guard Begins MEP Refit Program,” *Jane’s Navy International*, September 2005, 8.

¹¹ “History of Ships Named *Active*,” news release, n.d., in *Active* (WMEC 618) Folder; “Welcome Aboard,” September 2, 1980.

¹² “Welcome Aboard,” May 27, 1969.

As noted earlier, *Active* was in the 'A' class of the 210' cutters, which was characterized by the presence of the CODAG system. It was among the first of its kind to be installed in a U.S. military vessel and was initially greeted with optimism and positive reviews. The CODAG system sought to harness the optimum qualities of both diesel and gas into a single propulsion system, but the widely different torque/speed outputs between the diesel engines and gas turbines led to unforeseen complications. The CODAG system was discontinued in the later vessels of the *Reliance* class and removed from the 'A' class. However, years of innovation have made CODAG systems a viable choice for powering vessels today.¹³

C. OPERATIONAL HISTORY

Active was launched on July 31, 1965, from the Christy Corporation's Sturgeon Bay, Wisconsin, shipyard and commissioned on September 17, 1966, at its initial homeport in New Castle, New Hampshire.¹⁴ Here *Active* would conduct patrols of fisheries, enforce environmental conservation laws, and perform search and rescues (SARs) when needed. (A list of notable SARs is included in a table in the appendix to this report.) With top speeds of 18 knots, *Active* had a range of 2,200 miles, while at 15 knots, the range increased to 5,000 miles.

The vast majority of *Active*'s calls involved aiding distressed vessels. During one eleven-day patrol in 1975, for example, *Active* made three attempts to rescue the crew of the 165' coastal tanker *Barma*, which was foundering and listing. A helicopter was finally able to complete the rescue. *Active* also assisted the 83' fishing vessel *Teresa and Jean*, whose shaft had broken, by making repairs to prevent flooding and then towing the vessel to Nantucket Island. A National Marine Fisheries Service agent was also onboard this 1975 cruise to provide guidance and training on fishery patrols. *Active* intervened in five conflicts between lobster boats about gear, and boarded three vessels and counseled the crews to not sail into fixed-gear areas.¹⁵

In November 1976, *Active* made a fisheries patrol, sailing as far south as Cape Hatteras. The crew boarded vessels from Poland, East and West Germany, Spain, Japan, and the United States under the authority of the International Commission for Northwest Atlantic Fisheries, contiguous fisheries zone, and U.S. tuna regulations. The cutter also towed a "standardized neuston net" in ten areas of the patrol to collect data for a study of ocean surface life.¹⁶ In late spring/early summer of that same year, *Active* undertook another two-week fisheries patrol, focusing on "high seas abstention areas" where fishing was prohibited from March to May to allow for spawning. The crew boarded ten vessels and issued citations to six for violating international fishing

¹³ "Welcome Aboard," September 2, 1980; "'Reliance' Class Cutters," 617-626; Tony Alberte, "Twin Diesels for 'Resolute' Class 210' USCG Cutters," *Diesel and Gas Turbine Progress* 33 (March 1967): 56-57. [Note, Tony Alberte incorrectly refers to the class as the *Resolute* class instead of the *Reliance* class, perhaps because he was writing about his visit to the American Ship Building Company's Lorain, Ohio, yard where *Resolute* was then under construction.]

¹⁴ Scheina, *U.S. Coast Guard Cutters and Craft*.

¹⁵ "11-Day Patrol," *Herald* [Portsmouth, New Hampshire], February 5, 1975, newspaper clipping in *Active*, WMEC 618 folder.

¹⁶ "Active Returns," *Herald* [Portsmouth, New Hampshire], November 2, 1976, newspaper clipping in *Active*, WMEC 618 folder.

agreements. *Active* also battled a fire on lobster boat *Julie Anne* for three hours, helping to rescue the crew onboard.¹⁷

Active has been heavily involved in environmental conservation and clean up. One event of note was the oil spill that occurred off the coast of Alaska in June 1989 when oil tanker *Exxon Valdez* struck ground and spilled nearly 11 million gallons of oil into the Prince William Sound. *Active* was one of the Coast Guard vessels to respond to the disaster, aiding in the containment of the spill and in the cleanup.¹⁸

As previously noted, in October 1984, *Active* was decommissioned for MMA and sent to the Coast Guard yard in Curtis Bay, Maryland. Despite concerns and public outcry (including from U.S. Representative Norman D'Amours of New Hampshire) over the decision to remove *Active* from New Castle, upon recommissioning in February 1987, *Active* was homeported in Port Angeles, Washington.¹⁹

After MEP work in the 2000s, *Active* returned to Port Angeles, where it continues to carry out law enforcement (including counter narcotics operations, fisheries enforcement, and environmental protection) and SARs. Although there is no set date for when *Active* is to be decommissioned, it is tentatively scheduled for the 2020s when the new Offshore Patrol Cutter class is ready to replace the aging *Reliance*-class cutters. Over the years *Active* has accumulated awards and commendations for its distinguished service. These are listed in a table in the appendix to this report.²⁰

PART II: STRUCTURAL AND DESIGN INFORMATION

The *Reliance*-class cutters were all constructed following the same plan. Details can be found in the U.S. Coast Guard Medium Endurance Cutter, 210' *Reliance* Class overview report, HAER No. DC-71.

¹⁷ "Craft Active Cites Vessel Violations," *Herald* [Portsmouth, New Hampshire], June 9, 1976, newspaper clipping in Active (WMEC 618) folder.

¹⁸ "CGC Active's History," available at <http://www.pacificarea.uscg.mil/Our-Organization/Area-Cutters/CGC-Active/HISTORY/>, accessed September 2017.

¹⁹ "Yard Completes Overhaul"; "Cutter Active Transfer Protested by D'Amours," *Portsmouth Herald* [New Hampshire], June 1, 1984, newspaper clipping in Active (WMEC 618) folder.

²⁰ Scott, "U.S. Coast Guard Begins MEP Refit Program"; Neil Cote, "New Castle to Lose Remaining CG Cutter," *Portsmouth Herald*, May 30, 1984, clipping in Active (WMEC 618) Folder.

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"Yard Completes Overhaul of Cutter ACTIVE." *Yard News* [Baltimore, Maryland] 36, no. 3 (March 1987): 1-5.

APPENDIX A: TABLES

Table 1: Notable SARs by *Active*²¹

Date	Event
June 1974	Towed disabled fishing vessel <i>Miss Maxine</i> .
July 1974	Towed disabled fishing vessel <i>Thomas D</i> . Towed disabled fishing vessel <i>Captain Albino</i> . Towed disabled fishing vessel <i>Apollo</i> . Towed disabled vessel <i>Porpoise</i> .
August 20-21, 1974	Salvaged crashed Coast Guard HH3F helicopter in Cape Cod Bay.
October 1974	Towed disabled fishing vessel <i>Irene and Hill</i> . Towed disabled fishing vessel <i>North Atlantic</i> .
November 1974	Towed disabled fishing vessel <i>St. Nicholas</i> . Towed disabled fishing vessel <i>Mother and Grace</i> . Towed disabled lobster boat <i>Palombi</i> .
January 1975	Aided distressed coastal tanker <i>Barma</i> .
March 1975	Towed disabled 72' dragger <i>Eugene H</i> . Towed disabled fishing vessel <i>Teresa R</i> .
June 1975	Towed disabled side trawler <i>Cape May</i> .
July 1975	Towed disabled fishing vessel <i>Atlantic Challenge</i> . Towed disabled fishing vessel <i>Four Brothers</i> . Towed disabled fishing vessel <i>Florence B</i> .
February 1976	Towed disabled fishing vessel <i>Notre Dame</i> .
March 15, 1976	Towed disabled fishing vessel <i>Diane and Lisa</i> .
May 24, 1976	Towed disabled fishing vessel <i>Gary and Aaron</i> .
May 31, 1976	Towed disabled lobster boat <i>Julie Ann</i> .
November 1981	Aided disabled fishing vessel <i>Kegan David Drew</i> by towing it to port.

²¹ Scheina, *U.S. Coast Guard Cutters and Craft*; various news releases in *Active* (WMEC 618) Folder.

Table 2: Awards²²

Date	Award
October 16, 1973 – December 31, 1973	Coast Guard Unit Commendation Award
August 1, 1989 – July 29, 1991	Coast Guard Unit Commendation Award
September 6 – 20, 1977	Coast Guard Meritorious Unit Commendation
June 12 – July 3, 1980	Coast Guard Meritorious Unit Commendation
November 22 – 25, 1980	Coast Guard Meritorious Unit Commendation
October 18, 1986 – July 24, 1987	Coast Guard Meritorious Unit Commendation
July 25, 1987 – July 24, 1989	Coast Guard Meritorious Unit Commendation
August 24 – 25, 1991	Coast Guard Meritorious Unit Commendation
May 2 – 14, 2001	Coast Guard Meritorious Unit Commendation
August 1, 2001 – June 30, 2003	Coast Guard Meritorious Unit Commendation
November 1, 2009 – February 28, 2011	Coast Guard Meritorious Unit Commendation
June 1969	Coast Guard “E” Ribbon
January 18 – 29, 1971	Coast Guard “E” Ribbon
February 6 – 25, 1977	Coast Guard “E” Ribbon
January 15 – February 2, 1979	Coast Guard “E” Ribbon
July 14 – 25, 1980	Coast Guard “E” Ribbon
August 1982	Coast Guard “E” Ribbon
November 30 – December 17, 1987	Coast Guard “E” Ribbon
October 30 – November 16, 1989	Coast Guard “E” Ribbon
June 24 – July 12, 1991	Coast Guard “E” Ribbon
January 25 – February 11, 1993	Coast Guard “E” Ribbon
September 26 – October 14, 1994	Coast Guard “E” Ribbon
January 3 – February 21, 1997	Coast Guard “E” Ribbon
February 12 – March 1, 2001	Coast Guard “E” Ribbon
January 27 – February 18, 2003	Coast Guard “E” Ribbon
January 19 – February 4, 2005	Coast Guard “E” Ribbon
September 9, 2015	Coast Guard “E” Ribbon

²² U.S. Coast Guard, U.S. Department of Homeland Security, “Coast Guard Military Medals and Awards Manual,” COMDTINST M1650.25E, August 15, 2016.