



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS

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From: Commanding Officer, USCGC WESTWIND (WAGB 281)
To: Commander, Military Sealift Command, Atlantic
Subj: Arctic East, Summer 1976; Cruise Report
Ref: (a) COMDINST 3123.13

1. The attached Cruise Report is submitted as required by reference (a).
2. Arctic East Summer of 1976 amounted to a fairly routine deployment to Greenland waters. Mission assignments were fairly simple and well within the capabilities of the ship. Ice conditions were normal for this time of the year in the Baffin Bay, Davis Straits and Thule area. WESTWIND did have an opportunity to break ice in the Kane Basin, Ellesmere Island area and penetrated to a latitude of 78°57'N. Based on aerial ice reconnaissance at the time it is felt that WESTWIND could have made additional progress north. However an icebreaking escort assignment in the Thule area precluded such an attempt.
3. Reference (a) refers to the growing length of Polar Ice-breaker Cruise Reports and the problems this creates at both the preparing and reviewing levels. To improve this situation it is recommended that Chapter 11 (Personnel Embarked) and the Statistical Listing of the types of medical and dental cases treated, be eliminated from the report.


T. C. VOLKLE

Encl: (1) 3 Copies of Subject Cruise Report

Copy to:
COMDT (G-000) (4)
COMLANTAREA (Ao) (1)
CCGD9 (o) (1)
POLAR STAR (1)
POLAR SEA (1)
NORTHWIND (1)
GLACIER (1)
BURTON ISLAND (1)
AVTRACEN (1)
CG ACADEMY (1)

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CHRONOLOGICAL ORDER OF MAJOR EVENTS

30 Jun 1976 - HH52A'S CGNR'S 1464 & 1362 CHOP

CSC WESTWIND

30 Jun 1976 - Departed Milwaukee, Wisconsin

6 Jul 1976 - CHOP COMLANTAREA

9 Jul 1976 - Arrived St. Johns, Newfoundland

14 Jul 1976 - CHOP COMSCLANT

15 Jul 1976 - Arrived entrance to Sondrestrom

17 Jul 1976 - Arrived vicinity Jacobshavn, Greenland
(Glacial Survey Area)

23 Jul 1976 - Arrived Thule AB, Greenland. Opened
Port of Thule.

26 Jul 1976 - Rendezvoused with USNS TOWLE for escort to
Thule AB

8 Aug 1976 - Departed Thule AB, Greenland

10 Aug 1976 - Arrived vicinity Jacobshavn, Greenland
(Pick up Glacial Survey cameras)

12 Aug 1976 - Arrived Gronnedal, Greenland

16 Aug 1976 - Arrived Kulusuk, Greenland

20 Aug 1976 - SAR OPS for missing diver, negative results

24 Aug 1976 - Conducted towing operations with Canadian
tanker Jos Simard while departing Kulusuk
area.

26 Aug 1976 - Arrived Reykjavik, Iceland

30 Aug 1976 - CHOP COMLANTAREA

3 Sep 1976 - Arrived Bristol (Avonmouth), England

19 Sep 1976 - HH52A'S CGNR'S 1464 & 1362 departed CHOP
ATC Mobile, Alabama

20 Sep 1976 - Arrived St. Lawrence Seaway CHOP CCGDNINE

25 Sep 1976 - Moored Milwaukee, Wisconsin

CHAPTER 1

SHIP OPERATIONS

1. NARRATIVE SUMMARY. Two major ship operations round out WESTWIND Arctic East Operations for 1976. Each case is summarized below.

a. On the morning of 20 August 1976, WESTWIND was assisting the USNS MIRFAK in locating a submerged fuel hose in Kulusuk harbor. At 201610Z WESTWIND received word from USNS MIRFAK that a diver from the MIRFAK had failed to surface. WESTWIND provided assistance by searching with divers, two helicopters and the ships' LCVP. The search was conducted for two days with negative results and suspended.

b. On 24 August 1976, WESTWIND was escorting the Canadian tanker JOS E SIMARD out of Kulusuk harbor when the SIMARD experienced a main propulsion breakdown. Prevailing winds and 6-7 OKTAS of drift ice would eventually place SIMARD in danger of going aground. WESTWIND decided to tow the SIMARD through the use of the towing machine and cable. Approximately 300 feet of cable was passed to SIMARD via messenger and the SIMARD was towed through the drift ice very carefully at about 2-3 KTS. After approximately 1 hour SIMARD regained power and the tow was terminated.

2. PORT INFORMATION. WESTWIND visited the ports of St. Johns, Newfoundland; Reykjavik, Iceland and Bristol (Avonmouth) England. Each port is briefly summarized below.

a. St. Johns is frequently visited by Coast Guard vessels and no significant problems were encountered. The American consulate has been disestablished and all entry procedures are well outlined in COMDT INST 3128.1D DTD 12 July 76. Canadian military liaison is supposed to be contacted 3 hours prior to arrival on 2716 KHZ. WESTWIND made attempts, however, initial contact was made on CH 16 VHF-FM with harbor control which in turn contacted Canadian military liaison. Local pilotage was used.

b. Reykjavik, Iceland. WESTWIND's visit to Reykjavik was unscheduled and directed by COMSCLANT in order to take part in an investigation concerning the loss of MIRFAK's diver. Local pilotage was used for entry contact being made on CH 16 VHF-FM. The pilot was boarded at buoy number 7 upon entry to Reykjavik harbor. Despite early word that the U.S. military was not particularly welcome in Reykjavik, WESTWIND's visit was quite pleasant and enjoyable.

c. Bristol, England (Avonmouth). WESTWIND's visit to Bristol, England was for the purpose of crew rest and recreation. The visit lasted for one week and was thoroughly enjoyed and proved very worthwhile. The use of pilots is required and they board at the BREAKSEA LIGHT VESSEL. Avonmouth Pilot Station is contacted on CH16 VHF-FM approximately 3 hours in advance. The sailing directions provide thorough information on the port. Of particular note is the tidal range at Avonmouth. The difference between spring high and spring low tide can amount to 41 feet (second only to the Bay of Fundy). As a result, ships must lock into a mooring basin. Times of entry and departure are, of course, strictly governed by the tides.

3. There were no unusual or special operations.

4. DECK OPERATIONS.

a. CARGO. No cargo operations were conducted.

b. SMALL BOATS. WESTWIND small boats were used routinely during Arctic East OPS as outlined below.

(1) The Motor Surf Boat was used as the ships ready boat. Normally she was kept rigged at the rail and used for man overboard drills and as the ready boat for flight quarters.

(2) The LCVP was used as a personnel carrier in Jacobshavn and Kulusuk and as a diving platform in Kulusuk harbor. It is readily adaptable to many tasks and as such is the most valuable boat for the trip.

(3) The Arctic Survey Boat (ASB) received very limited use throughout the deployment.

(4) The motor skiff was not used at all during the deployment.

c. DIVING. WESTWIND sailed with one ship salvage Diving Officer and three scuba divers. Two of the scuba divers were recent graduates of Naval diving schools and had no operational diving experience. Three working dives were made during the deployment. The first two dives were made in Thule, Greenland to depths of about 27 feet. The third working dive was made with divers from the USNS MIRFAK in Kulusuk, Greenland. Its objective was to locate a submerged fuel hose. During this dive a diver from the USNS MIRFAK was lost. Several underwater searches proved unsuccessful. This dive ranged between 30 and 120 feet. Water temperature ranged from 34 to 58 degrees fahrenheit. Visibility ranged between 20 and 25 feet.

d. No ice demolitions were conducted.

CHAPTER 2

AIR OPERATIONS

1. PRE-DEPLOYMENT PREPARATIONS. On 27 June 1976, Helicopters HH52A 1464 (Copter 8) and 1362 (Copter 9) arrived at Mitchell Field in Milwaukee and CHOPPED to USCGC WESTWIND. The crew of SHIPDIV DETACHMENT 59 from ATC Mobile reported aboard CGC WESTWIND on 27 June 1976. On 28 June 1976, the Helicopter Support Kit (HSK) was loaded aboard using the ship's starboard crane, due to a local labor strike. This was a time consuming method as the crane does not adequately extend on to the hangar/flight deck and it is not recommended for future deployments. The helicopters were flown aboard on 30 June once WESTWIND was underway in Lake Michigan.

2. SUMMARY OF OPERATIONS

a. 3 July 1976. Both Helicopters were flown to Greater Buffalo International Airport to offload LT JOHANEK of the Ninth District engineering staff and to send out mail.

b. 11-and 14 July 1976. Both helicopters were flown for training of the down crews, fire fighters and DC personnel.

c. 15 July 1976. Numerous flight operations were accomplished in conjunction with Cruncher Island beacon and transponder establishment and for personnel transfer to and from Sondrestrom AFB in preparation for the Jacobshavn Glacier Survey.

d. 17-21 July 1976. Over 38 hours of flight time were dedicated to support the Glacier Survey Team. Personnel and equipment were airlifted and sling loaded to three camp sites of 400 - 900 feet altitude overlooking various sections of the glacier. These camps were 35 to 40 miles from CGC WESTWIND and weather varied from clear to low ceiling and fog daily. Numerous pinnacles of the glacier were dyed from the helos for ease of observation from camp sites. Daily logistic flights for personnel and food resupply were performed.

e. 23 July - 8 August 1976. Flight OPS included ice reconnaissance, Ellesmere Island microwave antennae site surveys, morale flights for ships personnel, one flight to assist wildlife surveys in the Carey Islands, and one flight for photos of WESTWIND's initial arrival.

f. 10 August 1976. Both helicopters again flew up the Jacobshavn Ice Fjord to recover the time lapse camera that had been left by the Glacier Survey Team.

g. 11 August 1976. Passengers going on and returning from emergency leave, as well as mail, were shuttled at Sondrestrom AFB.

h. 12 August 1976. Provided transportation for five Danish Navy officials to visit WESTWIND as she sailed into Gronnedal for an official call.

i. 16 - 24 August 1976. Supported resupply effort at Kulusuk. Passenger, mail and morale flights were accomplished with AVDET only support while at anchor.

j. 20 and 21 August 1976. Three sorties were flown in search of a missing diver from USNS MIRFAK with negative results.

k. 23 August 1976. Night flight operations were conducted for LSO qualification and pilot night minimums.

l. 31 August - September 1976. Training flights were performed for SAR aircrew recurrent and upgrading syllabuses. Ship's small boats were used as hoisting platforms.

m. 18 September 1976. HH52As 1464 and 1362 departed USCGC WESTWIND and CHOPPED to CG ATC Mobile. The remainder of the AVDET crew and the HSK was offloaded in Milwaukee.

3. MAINTENANCE SUMMARY.

a. During predeployment preparations at Mobile, HH52A 1362 underwent its 5th intermediate inspection and HH52A 1464 underwent its 2nd intermediate inspection. The only major component change for both aircraft was the engine of 1464 due to high time pending overhaul. Only routine maintenance was required on ferry flights to Milwaukee.

b. HH52A 1464 encountered three main gear box over-torques during the deployment. The first was during VERTREP operations in support of the Jacobshavn Glacier Survey on 17 July. The second and third occurred on operational flights on 9 and 18 August while landing in unpredictable wind conditions with high gross weights.

c. 100 hour engine inspections were performed on both aircraft on 30 and 31 August with negative results.

d. The inspection cycles for both aircraft were extended by using the authorized 14 day storage periods, so no major scheduled maintenance was required. NH52A 1362 will be delivered to AR & SC for overhaul while enroute to Mobile.

e. The Mini-Mule required more corrective and preventive maintenance during deployment than the aircraft.

4. FLIGHT STATISTICS.

<u>MONTH</u>	<u>MISSION</u>	<u>SORTIES</u>	<u>FLT HRS</u>	<u>OP HRS</u>	<u>PAX MI</u>	<u>NORM/ NORS</u>
JUNE	TRAINING	02	3.1	3.1	-	-/-
JULY	AIDS TO NAV	03	4.5	9.4	20	
	CO-OP W/AGENCIES	08	9.7	14.8	05	
	ADMIN	07	11.3	17.8	968	
	TEST	01	0.1	0.1	-	
	POLAR OPS-	31	56.7	70.6	3336	
	TRAINING	04	8.6	8.6	-	
AUGUST	CO-OP W/AGENCIES	06	7.0	12.0	506	
	ADMIN	05	8.1	13.5	196	
	SAR	03	6.7	6.7	-	
	POLAR OPS-	19	29.7	30.6	2626	
	TRAINING	09	14.3	14.3	356	
SEPTEMBER	TRAINING	02	3.3	3.3	-	
	TOTALS	100	163.1	204.8	8013	
	TOTAL NUMBER OF SHIP LANDINGS: 205					

CHAPTER 3

NAVIGATION

1. PRE-DEPLOYMENT PREPARATIONS. WESTWIND operated in reasonably well charted waters throughout Arctic East 76 operations. All chart portfolios were on board and all navigational equipment including optics were checked and reworked as required prior to departure. No significant or unusual navigational problems were encountered during this deployment. Nearly all methods of navigation - LORAN C, LORAN A, NAVSAT (LONSAT), RDF, Depth Recorder, DR, RADAR, Visual and celestial were used at some point in the cruise.

2. NAVIGATIONAL PRACTICES. Except for open water transits during which standard fix keeping and navigational practices were observed, WESTWIND operated well within radar contact of the Greenland coast. As a general rule, tracklines were laid approximately 10 miles off the Greenland coast where possible. This provided for good fix keeping capability and a reasonable margin for safety. When in transit, rhumbline and or great circle routes were used.

3. NAVIGATION SYSTEMS.

a. The opportunities for celestial navigation were very limited during Arctic East Summer 76 due to overcast skies.

b. LORAN A provided very limited fix keeping assistance. The LORAN A receiver performed erratically and was generally unreliable.

c. LORAN C provided our best electronic fix keeping capability in open water. LORAN C operated well in both modes (manually and computer-assisted) and was generally effective up to approximately 70°N latitude.

d. OMEGA afforded no help in position keeping. Erratic fluctuation in signal strength apparently caused the loss of station lock on. A contributing factor to our problem may be OMEGA stations operating at reduced power output. This problem seems to be consistent with the experience of other vessels operating in this area and would indicate that a complete re-evaluation of the system is warranted.

e. RDF provided reasonably accurate LOPs and contributed to the total navigational picture.

SRN-12

f. RADAR. Both the AN/SPS-51 and AN/SPS-53 surface search radars provided excellent fixes until shortly after departure from St. Johns Newfoundland when the AN/SPS-51 radar developed antenna pedestal problems. By coupling the 51 radar with the 53 radar antenna the problem was alleviated and good fix keeping capability was restored, except in heavy ice concentrations. When this was the case, radar proved very unreliable due to flaring of all returns.

g. GYRO COMPASS. WESTWIND's master and alternate gyros worked exceptionally well throughout the cruise requiring little or no maintenance. Gyro error was observed wherever possible and usually fluctuated no more than one degree (from 1°W to 0) throughout the trip. WESTWIND's gyros proved to be our most effective and reliable navigational tool.

4. CHART EVALUATION. All charts used during this deployment were satisfactory.

5. GRAPHIC DISPLAY OF MAJOR TRACKLINES. This display is shown on Page 3.

6. Foreign port visits are discussed in Chapter 1, Paragraph 2.

CHAPTER 4

COMMUNICATIONS AND ELECTRONICS

1. COMMUNICATIONS.

a. COMMUNICATIONS GENERAL. WESTWIND shifted comms guard to Radio Portsmouth (NMF) on 5 July IAW COMLANTAREA OPLAN 1-(FY), ANNEX PAPA. Various frequencies from system one/two frequency plan were used. Communications were generally good through 20 July 1976. Communications deteriorated appreciably when approaching vicinity Baffin Bay, Davis Straits. The only usable frequencies during this period were in the 12 through 17 MHz band. While in Thule, comms were conducted through Thule AFR COM CEN by messenger. On 30 July, comms were shifted to Radio Boston (NMF). Good comms were maintained using system one/two frequency plans with frequent outages during the time frame 0700 - 2000 Z when shifting below 8 MHz. Overall communications were good during this deployment by RATT. The CW ANVER band proved practically useless north of St. Johns Newfoundland. USB voice communications were poor to nonexistent during RATT outages. The only reliable USB frequency during poor comms proved to be 6623.2KHZ. Only one drill was conducted (Rapid Comm Test) with Commandant.

b. PERSONNEL. WESTWIND sailed with one RMC, one RM1, two RM2's and one RM3. This reduced RM manning level was designed for Great Lakes operations and was to be tested this deployment for feasibility. The only Radioman with underway experience was the RMC. In addition, the Great Lakes provide experience with only voice communications. It is therefore difficult to maintain the experience level necessary in the Arctic. Being limited to five RMs and maintaining a continuous one man watch on RATT and a listening watch on 500 KHZ makes it very difficult even for an experienced operator. It is felt that the original complement of 8 Radioman for an Arctic deployment should be reinstated.

c. AMATEUR RADIO. Approximately 50 hours of operating time and 100 phone patches were made from WESTWIND's amateur radio shack. WESTWIND had obtained a Navy MARS license prior to the trip, but this system was rarely used due to the lack of established contacts.

2. ELECTRONICS.

a. ELECTRONICS GENERAL. The overall performance of WESTWIND's electronics package can be described as good.

b. EQUIPMENT PERFORMANCE.

(1) AN/SPS-51 RADAR. During the early portion of the cruise, numerous pedestal failures were experienced. By the end of July, the problem rendered the radar useless. To remedy the problem the AN/SPS-51 receiver-transmitter was connected to the AN/SPS-53 antenna pedestal and the system was operated in this manner for the remainder of the trip.

(2) AN/SPS-53 RADAR. This radar was used only briefly at the beginning of the trip. Its performance was adequate.

(3) AN/SPS-6C RADAR. This radar performed adequately. Helicopters were acquired at 20 miles at 1000 feet, were held to within 1500 yards of the ship. The IFF Interrogation System (AN/UPX-7) worked adequately with the 6C. The AN/SPS-6C radar was particularly useful in acquiring land at 60 miles or more. Satisfactory performance of the AN/SPS-6C system including the IFF system was due primarily to an extensive amount of preliminary maintenance carried out well before WESTWIND's departure.

(4) COMMUNICATION EQUIPMENT. No real problems were encountered. One URT-23 transmitter and coupler was in operation most of the trip. Some traditional shorting problems occurred with antennas and AN/URA-47 couplers but nothing that could not be remedied.

(5) NAVIGATION ELECTRONICS. The DDP-516 computer performed well as a result of diagnosing and solving a poor connection problem prior to deployment. The only major problem was the tape handler which operated intermittently. The LOMSAT program did not work properly. A new program was received in Thule, however similar problems were encountered with this program. A list of suggestions will be forwarded to CG Station Alexandria by separate correspondence. Overall, the NAVSAT System is adequate but demands an excessive amount of man hours in terms of operation and maintenance.

(6) NAVAID ELECTRONICS. A traditional ritual connected with Arctic East summer OPS is the establishment of a radio beacon at Cruncher Island at the entrance of Sondrestrom Fjord and a transponder beacon or RACON on Mehlman Island also located at the entrance to Sondrestrom Fjord. WESTWIND established both beacons on 15 July 1976. Descriptions and illustrations of the above sites have been well documented in previous post operations reports and do not bear repeating here. What may be worthwhile

would be a list of general recommendations for the improvement of the installation. They are as follows:

(a) Replace the R3-12 radiobeacon with a solid state unit. Such a unit would require less maintenance, less power, and be more reliable.

(b) All equipment should be sent to the installing ship prior to the ship's departure for inventory and check out.

(c) A full set of manuals are available and should be reviewed thoroughly by the party making the installation.

(d) The installation is accomplished much more efficiently by helicopter rather than small boat.

CHAPTER 5

SCIENCE

1. PRE-DEPLOYMENT PREPARATION. WESTWIND was not tasked with any large scale scientific programs during Arctic East operations. As a result, only one MST3 was assigned to WESTWIND TAD. Predeployment preparations were minimal and consisted mainly of insuring proper forms and equipment were aboard for routine synoptic observations.

2. PROJECTS. The following routine programs were conducted during the deployment:

a. Upon departure from Milwaukee, two scientists from Argonne National Laboratory conducted an ongoing study of radio nuclide plutonium behavior and the biota of the Great Lakes. This study was accomplished by taking lake water samples in each of the four Great Lakes during WESTWIND's transit toward the St. Lawrence River. In all, seven stations were sampled by Niskin bottle, accompanied by a plankton tow when possible. This project was conducted on a not to interfere basis. Argonne personnel were assisted by WESTWIND's MST throughout the project.

b. During the period 17-21 July WESTWIND assisted four civilian scientists, two Academy officers and 6 Academy cadets in the Jacobshavn Glacier Survey. Three camp sites were established along the glacier's northern boundary. The primary objective of the survey was to more firmly establish the rate of advance of the Jacobshavn Glacier. Time lapse photography was used to assist in this objective. All logistic support was accomplished via helicopter.

c. Synoptic weather observations were taken while in the Great Lakes and in the North Atlantic. Approximately 130 weather observations were transmitted to the appropriate agencies.

d. Synoptic expendable bathythermographs (XBT) were taken when outside the 100 fathom curve and when weather permitted. Forty one traces were coded and transmitted.

e. Synoptic ice observations were made when operating in ice.

f. Iceberg sightings were made to Commander, International Ice Patrol at his request.

g. A log was maintained regarding the observation of oil slicks and other floating pollutants.

h. The ocean sounding program was carried out IAW COMDT INST 3161.1D.

i. The Biological Sighting Program was carried out IAW CAAINST 3161.3C.

3. WEATHER CHARTS. Radio facsimile provided the primary source of weather information for forecast purposes. Facsimile charts were received from Halifax, NS; Washington, DC; and from the Fleet Weather Center at Norfolk, VA. The quality of the charts received from FWC Norfolk was by far the best. The Norfolk broadcast was copied nearly the entire trip with the exception of vicinity Thule, Greenland.

CHAPTER 6

ENGINEERING

1. PRE-DEPLOYMENT. The overwhelming majority of pre-deployment preparations involved inventory of spare parts and procurement of items considered necessary for the Arctic East trip. An approximate three week overrun of the spring availability forced the cancellation of scheduled underway time prior to deployment. Thus, there was no opportunity for any underway machinery trial or experience for the many new personnel. Training and qualification of sufficient watch standers took priority at the outset of the trip.

2. PROBLEMS.

a. Upon departure, #2A or #2A2B control mode could not be set up. After many hours of trouble shooting the problem was found to be in #2A main propulsion generator set up breaker itself. The mounting bolts for the actuator plate had broken out of the Bakelite casing of the breaker. For safety reasons both shafts were secured and the on board breaker was installed while at anchor. There is a definite limit to the number of times these set up breakers may be operated. Do not sail without a spare. Concurrent with the 2A set up breaker failure shaft trips were experienced on both 1B and 2B engines when the throttles were brought to stop. A GE Tech Rep met the ship at St. Johns, Newfoundland for the purpose of control system adjustments. All control systems that could be were checked dockside and adjustments made. Upon departure from St. Johns, trouble with sticky exhaust valves in #3 cylinder of both A engines were experienced. This is attributed to the prolonged periods of no load operations during the dockside control system adjustments. This latter problem was self correcting after a few minutes running. However, underway adjustments to ramp time still had to be made to prevent B engine tripping in the single engine per shaft mode on full to zero stops.

b. During the deployment cracks developed in both 1B and 2B main diesel engine exhaust expansion joints as well as the lower exhaust run on 2B MDE. The NORTHWIND has experienced similar problems. Alterations to the design and support of the exhaust runs and expansion joints are necessary to eliminate reoccurrences. The WESTWIND's spare expansion joint was not on board and difficulties were experienced in having it shipped to Thule. The expansion joint was shipped commercially from Milwaukee

to McGuire AFB to await shipment on a MAC flight to Thule. Although a TCN number was assigned by the originator, this number was not transmitted to the WESTWIND. It was found to be near impossible to trace the shipment from Thule without the TCN number. To prevent these problems this number must be provided with notification of shipping information. All cracks in the expansion joints and lower exhaust runs were welded in place by ship's force. A Swedish ESAB OK61.80 stainless rod was used on the expansion joints. Both 1B and 2B engines have operated since without any evidence of additional cracking. The capability of in place weld repair greatly decreased the amount of down time as compared to an underway replacement of the expansion joint.

c. The evaporator, boilers, gyrocompasses, and steering unit operated virtually trouble free for the entire trip.

d. A full power trial was run upon departure from Bristol, England. While the trial was trouble free, full power was not obtained. It is recommended that saltwater rheostat test be conducted prior to another full power trial attempt.

e. Adjustment of weather deck doors and hatches was a continuing problem. Continuation of the watertight door and hatch replacement program is necessary.

f. With respect to engine over heating in B-1 engine room during ice operations, the following observations apply. Only minor problems were experienced with either of the main diesel engines and temperatures were able to be controlled with no more than periodic bleeding of strainers and pumps. Both S/S generators are much more susceptible to a loss of cooling and will reach critical temperatures in a matter of minutes. To prevent this the installed emergency cooling system was utilized with great success during all ice operations.

3. FUEL AND LUBRICATING OIL CONSUMPTION. Fuel consumption for the trip was 360,000 gallons of #2 diesel oil. Twenty six hundred gallons of #9250 and 80 gallons of #2190 lube oil were expended.

CHAPTER 7

ADMINISTRATION

1. PERSONNEL ASSIGNED. Personnel assigned were adequate with the exception of RMs as discussed in Chapter 4 Paragraph 1b.

2. MORALE/DISCIPLINE. All traditional forms of morale activities were observed. They included happy hour, Arctic Circle crossing, helicopter flights and liberty. Morale for the entire trip can be described as good. Overall discipline was good with the exception of a few isolated cases. Conduct during all foreign port visits was excellent.

3. SERVICE WIDE EXAMS. The service wide exams were held as scheduled.

CHAPTER 8

SUPPLY LOGISTICS

1. PRE-DEPLOYMENT PREPARATIONS.

a. Logistics and load-out planning began during January 1976. All supplies and material were ordered during the fourth quarter FY 76 in Milwaukee for yard availability for the summer 76 Arctic operations.

b. Provisions were ordered from Great Lakes Naval Training Center at the end of April for delivery in June. Loading perishables and dry on separate days worked satisfactorily. All provisions were loaded during normal work day with minimal exceptions. Numerous government source cancellations required prompt commercial procurement locally.

c. Fresh produce was ordered and loaded during the week of 20 June. The best quality and individually wrapped fresh fruits and vegetables were procured, extending the storage life and cutting down on spoilage. Loaded and prepared for sea on 25 June.

2. AGENT CASHIER AND AUTHORIZED CERTIFYING OFFICER FUNCTIONS.

a. In March, an increase to \$150,000 in funds limitation was requested from the Commandant. Also a nomination letter was sent requesting that the SKC be designated alternate agent cashier (general). Both were approved.

b. Funds were ordered at the end of May including numerous checks for checks to be cashed through our post office and exchange. Checks were in \$100.00, \$200.00 and \$500.00 amounts.

c. Each crew member was given the option to take the full payment, or any portion. Any due balance would be included on member's first check payroll from district after arrival.

d. The district ACO furnished a master certified money list by courier the day prior to sailing and all corrections, changes or deletions were sent by message. All special payrolls were requested by MSG and district ACO furnished a certified amount to pay. This worked quite satisfactorily.

3. GENERAL MESS. No significant problems were encountered

with the ship's general mess.

4. SHIP'S EXCHANGE. The WESTWIND exchange kept regular hours opening twice a day. The exchange ran out of candy, some types of film and cigarettes. Resupply on Arctic East operations is very limited and careful planning prior to deployment is necessary.

5. TRANSACTIONS IN FOREIGN COUNTRIES.

a. ST. JOHNS, NEWFOUNDLAND, CANADA. Log requisition for fresh provisions was sent by message as soon as we determined a firm ETA. Commercial vendors were paid in cash IAW ACO WESTWIND letter 7200 dated 29 July 1976 to CCGDNINE (f).

b. THULE, GREENLAND. Only canned soft drinks, bread, milk, and perishables were purchased in limited quantities as their supply of provisions was just arriving. Method of procurement was requisition (DD-1149).

c. REYKJAVIK, ICELAND. Minimum quantity of juices and perishables locally.

d. BRISTOL, ENGLAND. Our LOGREQ was provided with the assistance of British Royal Liaison Officer. Provisions were provided daily on call. Supply submitted documents to CG ACTEUR Supply Officer for payment in local currency. Cash purchases from O/G 30 were paid in Pounds by ship's ACO, after currency was exchanged. Dockside facilities provided were water, electricity, telephone, and trash disposal.

6. FUEL AND LUBRICATION OIL REPLENISHMENT.

a. 322, 428 gallons of number 11 marine diesel were ordered through the Defense Fuel Supply Officer, Cameron Station Alexandria, Virginia with help from Chief, Logistics Branch in the district. Cost of fuel was \$.322-Milwaukee, \$.435-NFLD, per U.S. gallon. Fuel was purchased in Milwaukee (97, 567 GAL) and (224, 861 GAL) in St. Johns, Newfoundland, Canada. Fuel requirements through March 1978 were submitted in August.

b. Lubricating oil Symbol 9250 for main engines and generators was ordered and loaded on board in Milwaukee, WI by bulk tanker truck.

CHAPTER 9

MEDICAL

1. PRE-DEPLOYMENT PREPARATIONS.

a. The general condition of medical health of the crew was considered good, with all personnel physically fit. Those assigned TAD were up to date on all physical exams and immunizations. Dental health was good, primarily the result of care and treatment of dental problems by the USN Dental Unit, Great Lakes Naval Hospital. Personnel with long standing chronic medical problems had been fully evaluated and any medication of a special nature was appropriated and aboard.

b. The Medical Officer (Physician's Assistant) reported one week prior to departure. This was sufficient to adequately prepare the Medical Division for the deployment, primarily as a result of communications with the assigned hospital corpsman over the two preceeding months.

c. A general inventory was taken and there were no problems. The medical facilities had been recently overhauled and found to be in excellent shape.

2. GENERAL MEDICAL/DENTAL.

a. Medical Personnel assigned were a Chief Warrant Officer (Physician's Assistant), an HMCS, who is normally the ship's only medical personnel, and an SNHM from USCG AVTRACEN, Mobile. There were no dental personnel aboard.

b. Equipment and supplies were adequate and well organized. The presently existing portable field-type X-Ray unit producing positive films was found to be practically useless except for gross details of extremities. It is recommended that this unit be overhauled, or a new unit obtained.

c. Departmental instruction was given as often as feasible and there were two underway periods of general instruction of basic first aid for "all hands".

d. As stated previously, general medical and dental maintenance of the crew had been excellent. The medical personnel adequately maintained the crews' health in this excellent fashion.

3. STATISTICAL LISTING OF MEDICAL AND DENTAL CASES TREATED.

a. Sick call 664 (total sick call cases)

Medevacs	<u>0</u>	Prescriptions	<u>568</u>
In patients	<u>1</u>	X-rays	<u>8</u>
PE (inc. screening)	<u>12</u>	Lab tests	<u>22</u>
Civilian cases	<u>2</u>	Immunizations	<u>158</u>

b. Breakdown of Cases:

HENT	<u>24</u>	DERM	<u>100</u>
EYE	<u>25</u>	URI	<u>249</u>
GI	<u>28</u>	DENTAL	<u>4</u>
CARDIOVASC	<u>5</u>	TRAUMA	<u>83</u>
NP	<u>5</u>	SEASICK	<u>98</u>
GU	<u>6</u>	MINOR SURG	<u>5</u>
ENDOCRIN	<u>3</u>		

4. NARRATIVE OF INTERESTING CASES.

a. There were no interesting cases.

5. SANITATION.

The sanitation conditions of the habitable spaces of the CGC WESTWIND were good. There was a minor German cockroach infestation which was controlled by bi-weekly spraying using Baygon. Sanitation inspections were conducted weekly and recommendations submitted to cognizant personnel.

CHAPTER 10

PUBLIC RELATIONS

1. GENERAL. With the exception of WESTWIND's visit to Bristol, England, nothing of any significance occurred in the area of public relations. While in Bristol however, the required official visits were made by the Commanding Officer, an open house was held attracting over 2000 visitors and WESTWIND received coverage in both the news and TV media. Civil authorities were guests of the Wardroom for a buffet luncheon.

CHAPTER 11

PERSONNEL EMBARKED

OFFICERS PERMANENTLY ASSIGNED

VOLKLE, Thomas C.	CDR	
LAIN, Thomas B.	CDR	
BRENNAN, Thomas D.	LT	
TAYLOR, John R.	LT	
SHIGERT, Michael E.	LTJG	
CICCALONE, Stephen T.	ENS	
GLOVER, David C.	ENS	
GUNVALSON, Jonathan T.	ENS	
THORSETH, Dennis C.	ENS	
OPEDAL, Donald R.	ENS	
LUBAR, John V.	ENS	
HORSMON, Albert W. Jr.	ENS	Reported 76JUL09
WEYERS, Calvin E.	ENS	Reported 76JUL09
WILHELM, Kim R.	ENS	Reported 76JUL09
WRIGHT, Robert T.	ENS	Reported 76JUL09
VISNESKI, David J.	ENS	Reported 76JUL09
RAMOS, Joe Jr.	CWO3	Reported 76AUG06
LESMERISES, Norman M.	CWO2	
ROMZEK, Benedict L.	CWO3	Departed 76AUG12

ENLISTED PERSONNEL PERMANENTLY ASSIGNED

AZEVEDO, Frank E.	ENC	Departed 76AUG06
ALEXANDER, Roosevelt	FA	
ALWELL, Thomas W.	DC3	
ARMAND, Ray	SASS	AWOL, did not sail
BAEDER, David D.	EM1	
BECK, Daniel R.	FA	
BENTLEY, Thomas R.	MK2	
BERMODES, Domingo L.	SA	
BLACKSHEAR, Kenneth W.	SKC	
BOYER, Ronald L.	FA	
BRADGER, Gary J.	SA	
BRANDT, Norbert J.	SN	
BROWN, David G.	SN	
CARTER, Jimmy L.	SA	Departed 76AUG18
CHERRY, Richard W.	SS3	Departed 76AUG18
CHURCO, William M.	DC2	
DELANEY, Ted	SA	
DELOS REYES, Remigio D.	SS1	
DIETRICH, Thomas A.	SA	
DISHNEAU, Garry E.	EM3	
ENNIS, Howard J.	DC3	
ENRIQUEZ, Agapito G.	SS1	
GAUSE, John H. Sr.	SA	Departed 76AUG28
GELWICH, Stephen	RM2	

GERTZ, Gary J.	RM1	Departed 76SEP07
GETCHELL, Rory R.	MK3	
GEYER, Thomas O.	BM3	
GILLIS, Benton T.	SA	
GOERGER, Charles A.	MK1	
GRIFFIN, David A.	SK3	
GUY, George G.	RMC	
HANN, Elliot E.	EM3	
HANDLOVSKY, Pacy M.	DCC	
HAVENS, Otto F.	HMCS	
HEATHERLY, Jerry W.	EM2	
HEPPE, Clifford E.	QMC	
HERSHIK, John L.	FA	
HILLA, Steven A.	EM3	
HODGE, David L.	FA	
HOOVER, Wayne M.	GM1	
HOWLAND, Alexander R.	MK1	
HUS, Lonnie A.	SN	
INNES, David J.	BM3	
JACKSON, James E.	SA	
JOHNSON, Gerald E.	MK1	
KENDALL, Lorne C.	FA	
KNOKEY, Stanley E.	MK3	Reported 76JUL09
KRAMOLISCH, Mark A.	SA	
KROKOS, Francis J. Jr.	SN	
KRUSE, William E.	QM2	
LAFOND, Gary P.	SA	
LATARSKI, Michael S.	SNSS	
LEVY, Michael D.	FA	
MANUTO, John R.	SNQM	
MASON, David T.	FA	Departed 76AUG02
MCDANIEL, Albert A.	FA	
MCDONOUGH, Steven W.	SA	
MCMAHAN, Leonard M.	SNYN	
MILLER, Ronald A.	MK3	
MOORE, William R.	MKC	
MORGAN, Anthony E.	SA	
MORGAN, William E.	SA	
MORRIS, Edward C.	SN	
MUCHON, Thomas M.	MKCM	
MULLEN, David L.	MK3	
MUNOZ, Charlie A.	FA	Departed 76AUG11
MURPHY, Michael L.	MK3	
MYERS, Richard A.	SN	
NELSON, Donn R.	SS3	
NELSON, Ronald K.	SN	
NICKEL, Jeffery C.	FA	
NORRIS, William C.	EM1	
O'DONNER, John R.	DC1	Departed 76AUG06
PATTERSON, John G.	ET1	

PATTON, Leonard R.	SN	
PENDLEYON, Swanson T.	SA	
PERRY, Robert C.	SK3	
PLAYER, Franklin D.	SA	
PRATT, Dennis W.	MK3	Reported 76AUG06
PROCKETT, Henry, D.	ET1	
REED, Edward M.	SA	
REETERS, Scott R.	SN	
REX, Michael H.	SA	
RICHMOND, Stephen T.	FN	
ROBBS, Kevin K.	FA	
ROSS, Allen D.	SNSS	
ROWE, Robert J.	MK1	
RYE, Rieff J.	SA	
SANBORN, Richard F. H.	MK3	
SARLIN, Jack G.	SR	
SCHENDZIELOS, Douglas J.	FN	
Schroeder, Steven P.	SA	
SCOTT, Niel A.	MK3	
SHAYER, James R.	EMC	Reported 76JUL09
SHEELEY, Gerald A.	SA	
SHROYER, Timothy W.	MK2	
SIEGER, Thomas A.	EMC	Departed 76SEP03
SIMONS, David R.	SK3	
SIMONS, Patrick G.	BM3	
SMITH, David L.	MK2	
SNOOT, Darrell G.	SA	
SOHL, Michael C.	DC3	
SOMMERS, Frank E.	VNCS	
SOTO, Ramon A.	FA	
STANTON, Edwin H.	SNYN	
STEELE, Mark E.	SA	
STEANLER, Eric C.	FN	
STINE, Donald W.	RM3	
STINSON, Joseph O.	FNDC	
STRICKLYN, Hal D.	SA	
SNERDFEGER, Earl W.	SA	
THOMAS, Michael C.	SA	Departed 76AUG18
TINNEY, Bradley R.	MKC	
TOERTS, John D.	EM3	
TODD, Marvin R.	MK1	
TULBERT, Stephen F.	BM1	
TRAMER, Mark G.	ETH2	
TREBOUTH, Roscoe P.	SS2	
TRIMMER, Lloyd J.	RN2	
TURKER, Melvin C.	BM3	
WELSHNETT, William G.	ETCM	Departed 76SEP03
WELSH, Richard W.	MK3	
WHITE, Edward T.	T73	

WESTBROOK, Robert L.	SSS
ZARKO, Paul J. Jr.	SSI

PERSONNEL TAD WHO DID NOT SAIL WITH THE WESTWIND

LACEY, Eugene F.	FA
LEAZIER, Clyde D.	MR2
PECORARO, Joseph	EM2

PERSONNEL ASSIGNED TAD TO WESTWIND FOR ARCTIC EAST

OFFICERS

HOLMES, William R. Jr.	LT	Departed 76SEP19
HALLAM, Daniel V.	LT	Departed 76SEP19
STUMER, Malcolm B.	LT	Departed 76SEP19
ADAMS, Robert G.	LTJG	Departed 76SEP19
BEHREND, Victor H.	CNO2	Departed 76SEP04

ENLISTED

ARMANN, David M.	ASME	Departed 76SEP19
APPLETON, John M.	AD1	
BUCKMASTER, Richard W.	AE2	
BURTON, Jackie E.	AT1	
CHALMERS, Craig M.	AM3	
CONNELLY, Robert L. Jr.	AD2	
LANSON, Dennis M.	AM1	Departed 76SEP19
PERKINS, Robert D.	AD3	Departed 76SEP07
SELF, Eugene G.	AE2	
SWEET, Clyde R.	AT1	
VELASQUEZ, Bobby L.	SSC	
WALLS, Guy D.	SNHM	
BURRELL, James P.	RD1	
TORAN, Jerry J.	RD3	
SEAMAN, John M.	QM3	
LEWIS, John D.	MR2	
BRAMAN, Bruce E.	MST3	

GLACIER SURVEY PARTY

KOOLMEYER, R. L.	CAPT	Reported 76JUL15
		Departed 76JUL24
MERKINS, H. D.	LCOR	Reported 76JUL16
		Departed 76JUL24
DUPONT, David A.	CADET	Departed 76JUL24
FORNASERY, Richard P.	CADET	Departed 76JUL24
HASID, Richard P.	CADET	Departed 76JUL24
MORRISON, Robert J.	CADET	Departed 76JUL24
SCHMIDT, K. E.	CADET	Departed 76JUL24
SPARKS, T. W.	CADET	Departed 76JUL24

CIVILIANS

BLACKSWAR, Kenneth
HUGHES, T.

LINGLE, C.

ROBE, R. Q.

THOMAS, R.

VOLKLE, Christian

Departed 76JUL24
Reported 76JUL15
Departed 76JUL24
Reported 76JUL16
Departed 76JUL24
Reported 76JUL16
Departed 76JUL24
Reported 76JUL16
Departed 76JUL24
Reported 76JUL16
Departed 76JUL24
Reported 76JUL16
Departed 76JUL24