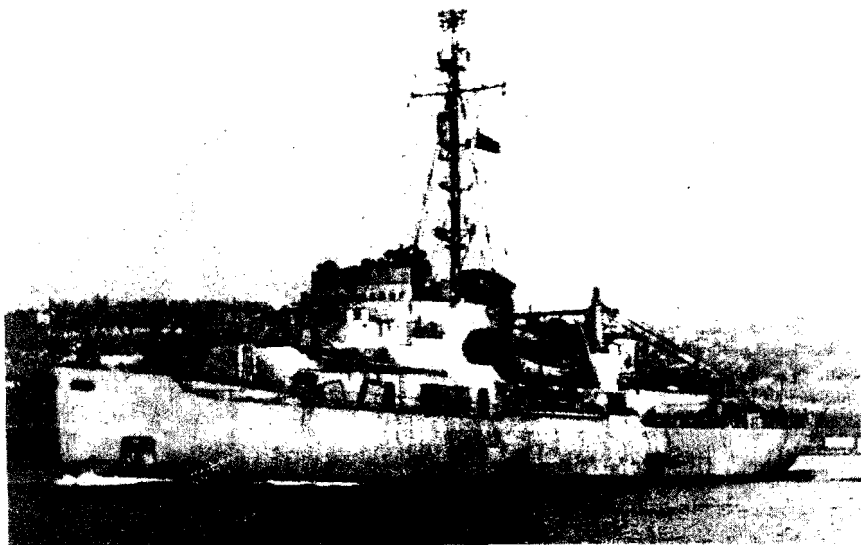


LENGTH: 269 Feet (82 meters)
BEAM: 63.5 Feet (19.4 meters)
DRAFT: (Max) 29 Feet (8.8 meters)
DISPLACEMENT: 6,382 Long Tons
(long ton = 2,240 lbs.)
PROPULSION: Four Diesel Engines With 12,000 H. P. Which Drive Through Generators To Two Main Motors With 5,000 H. P. On Each Shaft Turning 16-Foot (4.9 meters) Diameter Propellers
SPEED: 15.5 Knots (17.8 mph)
ENDURANCE: 38,000 Miles (61,000 kilometers)
PLATING: 1¼" to 1½" (3.275cm to 4.13cm) Thick On Exterior Of Hull
HEELING SYSTEM: Six Tanks Connected by 24" (61 cm) Lines Permit Pumping Water Or Fuel Oil From One Side Of The Ship To The Other, Causing A Ten Degree List In 90 Seconds.
FUEL: Capacity Of More Than 550,000 Gallons (2,081,-750 liters) Of Fuel Oil, Sufficient To Go Non-Stop Around The World
COMPLEMENT: 15 Officers, 14 Chief Petty Officers, And 125 Enlisted Men

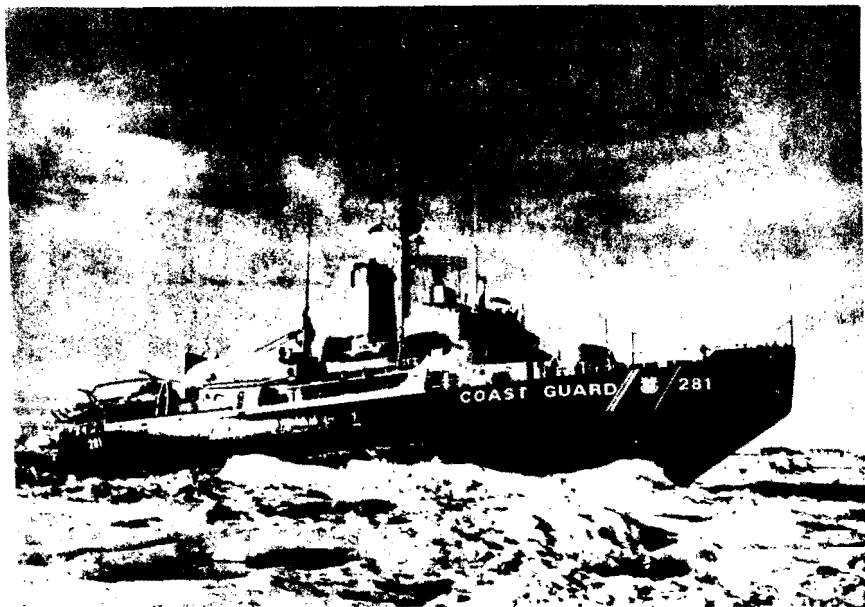
USCGC WESTWIND

DECOMMISSIONING
29 FEBRUARY 1988





1944



1984

TRADITION

Central to the Decommissioning Ceremony is the striking of the commission pennant. The pennant, visible on the main mast, is the symbol of a commissioned Coast Guard vessel.

The commission pennant is a reduced version of the "pennon" used by noble families in the Middle Ages, on which was emblazoned the arms of the bearer. These streamers were flown on board ships on which the owners were embarked. Today the pennant represents the personal insignia of the officer appointed to command the ship. The Coast Guard pennant and ensign were established by Congress in 1799 to distinguish ships of the Revenue Marine. Both bear 16 stripes representing the states in the Union at that time. The pennant also carries 13 stars.

The ship's company departing for the final time, the striking of the bells and the lowering of the colors, will mark an end to WESTWIND'S 43 years of polar exploration and research.



USCGC WESTWIND 1944-1988

The Coast Guard Cutter WESTWIND is the fourth of seven "wind class" polar icebreakers built for the Coast Guard. Her colorful history dates back to September 18, 1944 when the 269 ft cutter slid down the ways at Western Pipe and Steel in San Pedro, California. Originally commissioned as WAG-281, the WESTWIND saw very little war service as she was loaned to Russia in 1945 and operated as the USSR SEVERNI POLIUS in the ice ridden seas of North Russia. The ship was returned to the United States in 1951, and, after a 1.2 million dollar conditioning period, was recommissioned "USCGC WESTWIND" WAGB-281 on September 22, 1952 in Boston, Massachusetts. WESTWIND'S special construction made her ideally suited for heavy duty work in the ice filled waters of the polar seas and Great Lakes. With her sharply slanted reinforced bow and tremendous power, WESTWIND is capable of breaking through 10 to 15 feet of ice by exerting 6,000 tons of downward pressure.

From 1952 until 1966, WESTWIND was deployed primarily in Arctic waters, escorting Military Sea Transportation Service ships which resupplied isolated defense and weather stations. In September of 1955, while on a 121 day Arctic Cruise, WESTWIND was trapped in 14 to 60 foot thick ice, 450 miles from the North Pole. The ship was trapped for 10 days, but, was fortunately able to escape through an opening in the ice pack. During the 1957-58 season she performed double duty by taking part in both Arctic resupply missions and Operation Deep Freeze in the Antarctic. For her Arctic service WESTWIND was awarded the Coast Guard Unit Commendation in 1964. That same year, the WESTWIND led two supply ships to the aid of the Eskimo Village of Savigsivik, on the west coast of Greenland. The village would have been evacuated if not for the supplies they received. WESTWIND also participated in Operation Deep Freeze 1967, 1968 and 1971.

As early as 1969, WESTWIND was deployed on the Great Lakes to aid in the annual "breaking out of the lakes". WESTWIND was homeported in Milwaukee in 1974 and began dual missions of assisting in the winter Great Lakes shipping season, and in the summer season operating in Arctic Waters around Greenland resupplying defense installations and conducting scientific surveys. In 1977, WESTWIND was presented the National Defense Transportation Association Award for outstanding performance in support of military transportation operations. In 1979 while conducting scientific operations off the East Coast of Greenland, WESTWIND penetrated the Arctic ice pack to 83 45' or 375 miles from the North Pole the northernmost penetration by an American icebreaker.

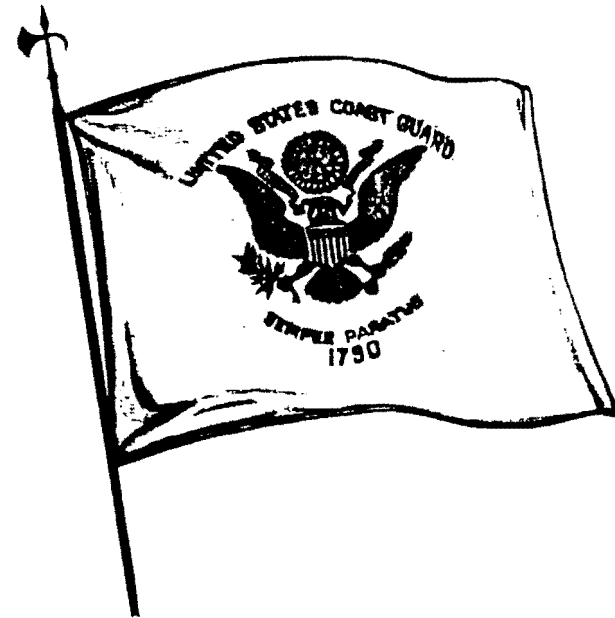
In April of 1982 the WESTWIND moved from the Great Lakes to her present homeport here in Mobile, Alabama. Tied up in the heart of downtown, WESTWIND has been a welcome addition to the culture and economy of the Port City over the last 4 years.

On New Years Day 1984, while conducting operations in the Weddell Sea during Deep Freeze '84, WESTWIND was beset in the ice and sustained a 120 foot gash along her port side after being forced up against a section of the Larsen Ice shelf. As conditions improved the ship was freed and thanks to truly remarkable efforts by the crew WESTWIND was soon able to return to the states without further incident.

WESTWIND then entered a repair and maintenance availability period which lasted over three years and kept her away from home much of the time. The crew was awarded the Coast Guard Meritorious Unit Commendation for their efforts in bringing the vessel back to a state of operational readiness. Last fall WESTWIND was underway once again for sea trials in the Gulf of Mexico in anticipation of her next deployment. Thanks to countless hours of intensive effort by hundreds of Coasties and civilians alike, many of whom never had the pleasure of seeing her sail, WESTWIND was once again ready to continue her distinguished service when word of our decommissioning came.

USCGC WESTWIND's list of achievements were only made possible through the efforts of thousands of servicemen who traveled her decks for 43 years. Her durability and successes stand as a lasting tribute to those who dedicated their talents and skills to the upkeep and operation of this vessel. As we look back let us remember the extraordinary effort and personal sacrifices they endured in the performance of their duties. You have helped make WESTWIND a distinguished member of the Coast Guard's red hulled fleet - Bravo Zulu - for a job well done.

... And so we bid farewell to the only active icebreaker to have served in the Arctic, Antarctic and on the Great Lakes. WESTWIND proudly carried out her duties of icebreaking, search and rescue, law enforcement, military readiness and scientific research for over 4 decades and through her tireless service has earned a place in polar history and in the hearts of those she served.



MASTER OF CEREMONIES
Lieutenant Commander Edwin E. Rollison, Jr.
United States Coast Guard
Executive Officer
USCGC WESTWIND (WAGB-281)

ORDER OF CEREMONY

* Arrival of Official Party *

* Invocation *
Father Francis C. Murphy
Saint Dominic's Parish

* Remarks *

The Honorable Arthur R. Outlaw
Mayor
City of Mobile

Rear Admiral Peter J. Rots
United States Coast Guard
Commander Eighth District

Vice Admiral Donald C. Thompson
United States Coast Guard
Commander Atlantic Area

* Remarks and Reading of Orders *
Captain David K. Carey
United States Coast Guard
Commanding Officer
USCGC WESTWIND (WAGB-281)

* Departure of Official Party *

* Reports From Department Heads *

* Ship's Company Lays Ashore *

* Strike Eight Bells *

* Strike the Colors *

* Presentation of Commission Pennant *
Master Chief Electronics Technician William G. Wiley
United States Coast Guard

* Secure the Watch *

* Benediction *

* Departure of Commanding Officer *

* Commanding Officer Reports *
USCGC WESTWIND (WAGB-281)
Decommissioned
to
Commander Atlantic Area

Reception immediately following the
Ceremony at the Anchor and Shield, Group Mobile

DECOMMISSIONING CREW

PAST COMMANDING OFFICERS
USCGC WESTWIND

CAPT Steven P. Swicegood	1944-1945
Russian Naval Vessel	1945-1951
Not in commission	1951-1952
CDR Errol H. Seegers	1952
LCDR John Mullin	1952
CAPT Ralph R. Curry	1952-1954
CAPT Henri F. Stolfi	1954-1956
CAPT Peter J. Smenton	1956-1957
CAPT William J. Conley Jr.	1957-1959
CAPT William L. Sutter	1959-1961
CAPT Ralph M. West	1961-1963
CAPT Robert F. Barber	1963-1965
CAPT Frederick A. Goettel	1965-1967
CAPT Jack S. Thuma	1967-1970
CAPT Harry G. Kosky	1970-1971
LCDR George H. Martin	1971-1974
CAPT Peter A. Morrill	1974-1976
CAPT Thomas C. Volkle	1976-1977
CAPT Albert D. Super	1977-1979
CAPT Robert T. Nelson	1979-1981
CAPT Robert E. Phelps	1981-1983
CAPT Francois J. Honke	1983-1984
CDR Robert A. Danforth	1984-1985
LCDR William B. Turek	1985-1987
CAPT David K. Carey	1987-1988

OFFICERS

CAPT David K. CAREY
 LCDR Edwin E. ROLLISON
 LCDR Robert M. LATAS
 LT Keith G. JOHNSON
 LTJG James E. MCCAFFREY
 LTJG Gregory DEMARCO
 LTJG David J. MARTIN
 LTJG Robert T. NEWTON
 LTJG Christopher D. BREWTON
 ENS Philip J. HARPER
 ENS Samuel WALKER, VII
 ENS Gregory S. LINGLE
 CWO4 Pedro G. BALUYUT
 CWO4 Theodore F. RAMSEY
 CWO3 Leonard K. PENDERGRAFT

CHIEFS

MKC Michael A. BENNETT
 SSSCS Ruben J. ENRIQUEZ
 MKCM Charles A. GOERGER
 DCC Harry M. HALEY
 YNC Lynn S. HARVEY
 EMC Gary W. LEE
 EMC Anthony F. MELLO
 QMCS Michael H. NORRIS
 MKC Wayne F. NOWOCIEN
 EMCS Herbert D. ODOM
 RMC James T. PALMER
 BMC Michael J. PARK
 HSC Terrence C. RANDALL
 MKCM William G. WILEY

CREW

YN2 John D. ALLEN	SA Albert N. GLASFORD	MK1 Aaron E. RELFORD
SA David K. ALLYN	FA David K. GLIDDEN	EM2 James K. RICHEY
BM2 Bennie L. ANDERSON	MK3 Randy A. GRIMES	SA Dennis C. RIGGINS
SA Dale C. ANDERSON	TT2 Jeffery J. HAYES	RM2 Jeffrey H. RITCHIE
MK1 Rudolph V. ARRINGTON	FN Robert S. HENSON	SN Dale S. ROBBINS
SA William M. ATKINS	SNRD David G. HOBSON	SN James D. ROCHE
SA Antonio A. BALCER	DC3 Timothy C. HOLLINGHEAD	EM3 Genaro RODRIGUEZ
RM1 William P. BALDWIN	DC2 Richard L. HUDSON	FA Andrew H. ROGERS
SN Patrick A. BERGER	FA Derek S. HUTTON	RM2 Andrew G. ROSS
SS1 Peter A. BLATT	SN David O. JACKSON	FA Gary L. ROZIER
RM3 Kenneth J. BRAINARD	FA Stephen JACKSON	QM1 Ernest J. SCHNEIDER
MK1 Robert L. BRAYMAN	MK3 William C. JAMES	SA Thomas J. SCONIERS
SN Robert J. BREITBEIL	SN Paul A. KELLEY	ET2 Bill F. SEARCY
RM1 Cecil D. BROOME	BM1 Robert W. KIRK	DC3 Troy L. SHANNON
MK3 John H. BROWN	MK2 Donald E. LANE	SN Garried C. SIGHTS
EM3 Mark E. BROWN	EM3 Brent J. LANGFORD	SA Walter D. SIMPSON
SN Gustavo A. CASON	MST1 Timothy M. LANKFORD	MK2 Albert L. SOISTMAN
MK2 Michael J. CAVALETTO	FN Peter C. LAURIMORE	SS1 Daniel E. SPERL
FA David L. CHELETTE	MST3 Steven W. LINDSEY	SA Michael E. STEVENS
FA Delmar R. COFFMAN	SNRD Robert L. LOGAN	DC3 Michael L. STOUT
DC3 Kevin R. CONLEY	MK3 Michael D. MCCARROLL	SA William V. STRASSER
RM3 Lee F. COURTNEY	FN Tony W. MCDILL	SN Timothy D. STUART
ET2 David L. COX	SA Sean R. MCDONALD	SA Stephen C. SWINEHART
EM2 Cleveland CRADIC	SA Donald J. MCSWEENEY	EM1 Rodney THOMAS
QM3 Lemuel O. CRYSEL	SN Russell A. MILLER	SA Vincent M. THOMPSON
SS2 Regino DEJESUS	SN William J. MONTE	BM3 Jesus F. TORRES
SN Angel R. DELEON	SA Gregory D. MONTEE	GM3 Terry J. VANWEERDHUIZEN
QM3 Robert A. DERRICK	RD3 Craig D. MORRIS	SK3 Eric F. WALSTRAND
SN Thomas C. DICE	FA Lincoln A. MORRIS	RD1 Robert WASHINGTON
QM2 Harry L. DOSS	EM3 Harold W. MOSS	SS3 Webb J. WEED
MK2 Timothy R. DUNCAN	MK3 Donald M. MOUL	SS2 Isaac D. WELBORN
MK3 Gregg E. EBERSOLE	SA James D. NABORS	RD3 Glenn T. WELLS
SA Terence E. EMERY	SN Thomas M. OLSON	FN Edward X. WERRY
FA John M. ENGLAND	SS2 Timothy V. O'NEILL	SN James M. WHITAKER
YN2 Anthony J. FIKAC	EM1 Robert J. PITTMAN	SA Daniel W. WHITE
SK3 Karlos F. FINLEY	SN Roy D. POTTER	RM3 James R. WILLIAMS
SN John F. FISHER	FN Tracy C. PRIMER	FA Jon M. WILLIAMS
ET1 John D. FLEISCHMAN	FN John J. RAFFERTY	SS3 Curtis R. WILLS
BM3 Timothy S. FOSTER	SS3 Frank RAMOS III	SA Russell R. WOJCIESZAK
MK3 Jerry A. GAY	DC1 Carey F. REDDOCH	RD2 Rene P. WOODRUFF
		SK1 Lonnie J. WRIGHT
		MK1 Charles L. WYATT