

**FIRST LADY HILLARY RODHAM CLINTON
REMARKS TO THE COAST GUARD ACADEMY
NEW LONDON, CONNECTICUT
SEPTEMBER 24, 1994**

Admiral Versaw, Secretary Dalton, [Navy] Admiral Buchanan, Congressman Gejdenson, Distinguished Guests, Faculty, and Corps of Cadets:

First of all, I'd like to thank the Coast Guard Academy for inviting me to participate in the regimental review. To see everyone execute the maneuvers so precisely is wonderful evidence of your capacity for teamwork and your attention to detail.

Earlier this afternoon I had the great honor of christening the *COLUMBIA*, the last of the Los Angeles class fast attack submarines to be added to our naval fleet. As the *COLUMBIA* was sliding down the rails, I looked out over the Thames [Thaymes] River and I could see the Coast Guard Barque Eagle in the distance.

I realized that the simple, elegant tall ship, and the highly complex submarine, represent our enduring capacity as human beings to meet the challenges of whatever era we live in.

That capacity for progress and innovation is also the story of the Coast Guard, and it's why I consider it such an honor to be here today.

For 204 years, Coast Guard boats have kept our waters safe and secure. Coast Guard personnel have overseen tariffs and customs and broken up ice floes in the Great Lakes and along the Eastern seaboard so that heat, oil, and commerce could arrive at their destinations. Day after day, from Hawaii to Prince William Sound to the Caribbean we see the Coast Guard's vital role in clean-up operations after hurricanes and oil spills, in intercepting drug traffickers, and in saving the lives refugees stranded in dangerous seas.

And I haven't even mentioned the hundreds of thousands of recreational boaters and sailors across our country who know that, if they get caught in a storm, or if their engine dies, or if they're in a marine accident, a Coast Guard cutter or small boat will be sent to the rescue.

Now, I'm sure there are times when, as a cadet enduring the rigors of Academy life, you wonder whether it's worth it. I'm sure some doubts flash through your mind when you are 4th class and have to square all your corners in Chase Hall and at the same time "keep your head and eyes in the boat" [walk down the middle

of the hall and turn the corners precisely, and look straight ahead while in the boat]. Or when you are given demerits for dust-bunnies under your rack [dustballs under your bed.]

I'm sure there are times when you feel unappreciated, when the glory seems to go to those less deserving.

But at times like those, it's important to remember the careers and the futures you are preparing for. You are embarking on a path of public service and there is nothing more noble in life than serving others.

The President speaks often about the importance of Americans coming together and working hard to achieve a sense of community, a sense of common purpose. He also believes in the power of rewarding responsible behavior with opportunity -- the notion that we do our best when given the chance to fulfill our potential. And I would venture that few institutions in our society offer us as good a model of how to instill those basic, cherished values as the Coast Guard.

Certainly the women of the Coast Guard -- the first women in any of our services to be assured access to every job, every rating, every challenge -- know the value that this institution places on nurturing individual potential.

Today there are 467 women officers in the Coast Guard ranks, and I commend you for the vision you show as you continue to work to make this service a truly integrated one.

You should also take pride in the contributions you make, as cadets, to your neighbors here in Connecticut. In the Connecticut Stand Down program that makes a difference in the lives of many homeless veterans. In your work with the Teen hotline, scout clubs, and with the Recreational Alternative to Drugs project, which helps kids find positive outlets in sports instead of turning to destructive outlets such as drugs. And in your work in the Salvation Army Soup Kitchen and at Lawrence Memorial Hospital.

These are humanitarian acts. And it is through acts of humanitarianism that we really find our glory.

Particularly today, when we live in an age of extraordinary change. An age of new and unpredictable dangers, but also new challenges, new hopes, and new opportunities.

Overseas, we have discovered that in the post-Cold War era we are confronted with enemies we never knew existed before who can spring up unexpected in any corner of the globe. We have discovered that our capacity to preserve peace and strengthen democracy is being tested in new ways from continent to

continent. And we are finding, here at home, that some of our most basic values and institutions are being undermined by cynicism, intolerance, and hopelessness.

In this context, humanitarianism takes on ever greater meaning. The importance of service, of contributing, of helping build a stronger, more secure community is greater than ever before. And the Coast Guard is poised to help our nation adjust and respond to the changing world we live in -- just as it has over the course of two centuries. That is the real meaning of *semper paratus*.

I wish the President could be here to thank you personally for the bravery and dedication that your fellow Coast Guard officers have shown in recent months in response to refugee crises in Cuba and Haiti.

When the Cuban government led by Fidel Castro responded to its own internal domestic problems by forcing an exodus of Cuban people on the high seas, the Coast Guard was dispatched to the front line. Tens of thousands of lives were saved, and many survivors of this deadly enterprise were transported on Coast Guard vessels to safer havens.

While we have continued to support and encourage genuine humanitarian aid to Cuba, the United States has stopped the flow of money and numerous flights that were being used to prop up the rapidly deteriorating Cuban economy. In the migration talks that ended a few weeks ago, we agreed to admit 20,000 Cubans each year -- and that agreement will create an orderly, legal, and manageable immigrant flow.

Similarly, the Coast Guard's response to the plight of the Haitian people has been one of inspiration.

The President and I know that over half of the first class and many of the third class cadets were part of this tremendous humanitarian mission, saving tens of thousands of lives. On the Fourth of July alone, you rescued over 3,200 Haitians from 72 different boats, nearly doubling the previous one-day record.

Again this week, the Coast Guard is on the front line of Uphold Democracy -- with 6 aircraft, 14 cutters, several patrol boats, and more than 250 Coast Guard active duty and reservists providing port security, search and rescue, and command staff support.

It is because of your tradition of bravery, dedication, and skill that the Coast Guard is known as the "humanitarian service." And you all should derive great pride -- and prestige -- from that.

On behalf of the President, I salute all of the cadets, all of the officers and personnel of the Coast Guard, for your contributions in making our nation safe and secure. And I salute you for inspiring all of us to be better citizens and for the trust we can place in you as you serve your nation so ably.

Finally, thank you for giving up your "liberty" to spend an afternoon with me. I only hope that Admiral Versaw has plans to grant you a "long" next weekend.

Godspeed.

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Admiral Versaw, Distinguished Guests, Faculty and Corps of Cadets:

Earlier this afternoon I christened the USS Columbia, the final Los Angeles class nuclear submarine to be added to our Naval fleet. As I peered across the Thames river I was mesmerized by the beauty of America's tall ship, the Coast Guard Barque Eagle. At that moment, I was struck by the contrast between nuclear power and wind driven ships of the sea. They represent two dramatically different ways for dealing with the dangers of a capricious sea which have existed ever since the oceans were first piloted by the Coast Guard 204 years ago.

The contrast of old and new is a reminder. A reminder of the need in today's chaotic ~~world to try~~ ^{we must} new approaches, to make the changes to how we do business and get the work of our nation done. As we look to the horizon, in every area from foreign policy to health care, we must recognize that we navigate in uncharted waters. But as we take the knowledge of the past and the skills of today we have the opportunity to turn them into the successes of the future.

I am struck by what the President and the administration have in common with Coast Guard men and women. ~~We both often find ourselves navigating uncharted or untravelled waters, making sudden and sometimes drastic but necessary course changes as we~~

Cutter
Buoy tender
Ice breaker
Small boats

Whether we are
~~continue into the 21st century.~~ We will increasingly find
frontier situations in which clinging to outmoded ideas will not
 survive, in which business as usual is not enough to meet the
 needs of the American people.

build on old ideas.
 You have shown a unique ability to try new approaches, to
 set yourselves free from old ideas, and to do what it takes in
 constantly changing environments to get the job done. You've
 been the example in how you value your people, how you show your
 compassion, and in how you react to crises.

The way in which the Coast Guard values its people is second
 to none. The Coast Guard has been a model of opportunity for
 Americans. The Coast Guard is no longer a frontier of "firsts"
 for women -- the first woman on a ship, the first woman flying
 into a life threatening mission, or the first woman carrying
 weapons in defense of our laws. You rose above the firsts when
 you decided there would be no business as usual -- opening up
 every job, every rating, every opportunity to every Coast Guard
 man and woman twenty years ago. You are an organization that set
 the example for others to follow, and now 20 years later, your
 lead is being listened to.

Your care of newborn child policy, allowing men and women to
 take time out of their careers without penalty, and its

anticipated expansion to include care of other family members is also a model for both private and public sector institutions.

The compassion that Coast Guard men and women show for their fellow Americans is extraordinary. When I think of you young men and women working through the Coast Guard Academy, I think of people who are committed to a rigorous four year program to develop intellectual and professional leadership abilities which are needed to guide America into the 21st century. And I also think of you as people who care a great deal. Although you barely have time in your day to sit down and reflect on your own lives, you enrich the surrounding communities at every opportunity.

Your participation in the Connecticut Stand Down just weeks ago will make a difference in the lives of many homeless veterans. The youth of Connecticut find comfort in your assistance with the Teen hotline, in the boys and girls scouts clubs, and with the Recreational Alternative to Drugs project, helping kids to find acceptance in sports vice drugs. The poor and underprivileged are thankful for your work in the Salvation Army Soup Kitchen. And those in pain at Lawrence Memorial Hospital. In between keeping your rooms in Chase Hall in good enough condition to avoid demerits, and formations, and the

sports, studies, drill practices and duty in the watch office, your devotion to the communities in and around New London speaks volumes of your compassion and your desire to help those less fortunate and in need. And when you graduate from the Academy you will find this same compassion in the Coast Guard family that stretches across the county -- with hundreds of cutters, airstation, MSO's, groups and district offices giving thousands of hours every year mentoring and tutoring America's children in the Partnership in Education program.

Your care and concern are evident also in the way in which you respond to every new frontier that arises, usually as a crisis, in the maritime community. In today's chaotic world there is a need for change and new approaches to deal with the complex problems we face. The Coast Guard has been called upon to meet these challenges. You've succeeded every time. When the President recognized that the Castro regime was attempting once again to export its internal domestic problems to the United States, he acted swiftly. We could no longer afford to do business as usual. It was necessary for the President to exercise clear leadership and let the Cuban government know they must deal with their failed internal policies. America was not Castro's safety valve. And at the same time America would not stand idly by as thousands of Cubans lives were at risk on unsafe

rafts. Fourteen hours after the President reversed the outmoded Cuban policy, just fourteen hours later, it was the Coast Guard that was on the front line, with a tremendous show of resolve and dedication and responding quickly to this necessary change, saving the lives of Cubans and transporting them to safe havens.

While we have continued to support and encourage genuine humanitarian aid being sent to Cuba, the United States has stopped the flow of money and the numerous flights that were being used to prop up the rapidly deteriorating Cuban economy. In the migration talks that ended a few weeks ago, we agreed to admit 20,000 Cubans per year. This agreement will create an orderly, legal and manageable immigrant flow.

On December 16, 1990, Haitians went to the polls in record numbers in the first free and fair elections in Haiti's long and troubled history. They elected Catholic priest Jean-Bertrand Aristide as President with nearly 68% of the vote, compared to nearly 14% for his nearest rival. That historic day capped a struggle which had lasted five years of bloodshed, disappointment and hope. After less than 8 months after President Aristide took office, democracy was stolen from the Haitian people by a brutal military coup that effectively snuffed out a new era of hope. Aristide and many supporters were forced to flee. The coup sparked a period of repression, impoverishment and isolation.

While emigration has long been a feature of Haitian life, spurred by poverty and lack of opportunity under decades of dictatorship and economic mismanagement, the coup and repression of democratic embers exacerbated this problem. The Coast Guard's response to the plight of the Haitian people has been one of inspiration.

As men, women and children have fled from the murder, rape and torture that was occurring in Haiti, it was the Coast Guard that was called upon to rescue those who took to sea in overcrowded, perilous boats. In the eight months of Aristide's presidency, only some 1300 Haitians were interdicted by the Coast Guard. Since President Aristide's overthrow 38,000 Haitians have departed their country.

The President and I know that over half of the first class and many of the third class cadets were a part of this tremendous humanitarian mission, saving tens of thousands of lives. On the fourth of July alone you rescued over 3200 Haitians from 70 different boats, nearly doubling the previous one day record. Your job involves many risks and much emotion.

And again this week the Coast Guard is on the front line in Uphold Democracy -- with 6 aircraft and 14 cutters supporting the operation, including the Midgette, the Chase and several 110-foot patrol boats, not to mention over 250 Coast Guard active duty and reservists providing port security, search and rescue, and command staff support as well as boarding teams. The restoration

of democracy for the people of Haiti is a noble cause. We must always be willing to defend the interests of those whose freedom is being suppressed and the Coast Guard's example in this operation, and in the communities across America is a shining one. We are proud of you. We are grateful for your work. We are thankful for your leadership.

I wish you all fair winds and following seas throughout your remaining days at the Academy and during your careers.

I am heartened that you willingly gave up your liberty to spend an afternoon with me, and I am sure that when Admiral Versaw grants you a long next weekend, you'll remember me in your festivities.

COAST GUARD - NOTES

Superintendent invited

Review of Corps - parade of 900 - 30 mins - every

Divided 8 companies

Fri. aftn
Sept/Oct/May/
Apr

Band - Star Sp. Banner

Manual arms

Troop the Line - come out of Sup + Cadet Br. ^{Regimental} Cdr.

Reviewing official

Sec. Dalton on Fri-

Sister Acad of WPT, USNA, AF Academy

- 4 yr. inst'n - 8 majors - pri engineers also four
regiment

- B.S. degree - military college

- Corps = 904 incl. 179 women
usually graduate 170-190

→ 40 ships were involved in Haiti

Bush + Reagan were here

HRC - Tour of facility - 100 acres - Thomas [May 1985]

15-20 mins.

Leamy Hall → 1500 audience

10-15 mins. address

COAST GUARD NOTES (2)

Phil Guy

Lt Cdr

Nike Husak

203-444-

8685

Corps - fairly conservative group

Recognition of them as cadets are embarking

Career as govt. service

It's a long haul for some of them -

Feel unappreciated on ship

Drugs, drug smuggling - 200 years ago

Getting more responsible

clean up of Exxon Valdez

Cuba / Haitian refugees

(*) It's a humanitarian service -- day to day res

- Search & rescue, boat safety, marine &

environmental protection

(commercial vessel inspection)

- Shore facilities don't spill etc.

- Traffic safety on rivers

39,000 service (Army/Navy = 250k, 600k)

Much be expert law enf, expert boaters, etc.

Accepted women in 1976 -

Commissioned 1st Officers 1980

U. S. Department
Of Transportation

**United States
Coast Guard**

MEMORANDUM

Subj: Coast Guard Academy

5720

Date: 21 SEP 94

From: LCDR Michael C. Husak, USCG

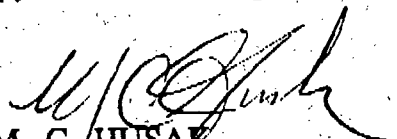
Reply: LCDR Husak
X8270

To: Ms. Liz Boyer

Ref: (a) PHONCON LCDR Husak w/ Ms. Boyer 21 SEP 94

1. As requested, here are draft bullets for a speech for you to consider. I've targeted to the Corps of Cadets as the audience. Supplementary information on the Coast Guard and the Academy is included. If you need additional information on the Coast Guard itself, please contact Headquarters Public Affairs at (202) 267-1587. If you need additional academy information, please contact CDR Coccia (203) 444-8322, or myself at (203) 444-8270. My FAX number is (202) 444-8289.

2. If possible, can I get a copy of the final speech. Thank you.


M. C. HUSAK

FAX TO L. BOYER, (202) 456-2239

What: 1st Lady's Speech Bullets, 10 to 15 minutes
When: Saturday Afternoon
Where: Leamy Hall, U. S. Coast Guard Academy
Who: Audience of approximately 1200 people.
The focus group is the Corps of Cadets.
Press will attend.

Outline

- I. Introductory Comments**
- II. Challenges Facing the Modern Coast Guard**
- III. Cadet's Commitment to Prepare**
- IV. Closing Comments**

I. Introductory Comments

A. Proud to be here.

B. I was across the Thames River a little earlier this afternoon and observed the Coast Guard Barque Eagle, America's Tall ship, as I christened the nuclear submarine Colombia. There is probably no clearer a contrast of old and new--nuclear power and wind driven ships of the sea--but at the same time, there is no better an affirmation of how the dangers of a capricious sea have remained the same ever since the oceans were first piloted, and how a fundamental understanding of those dangers is best learned before the mast. I envy you your opportunity to begin your preparation as future leaders of the Coast Guard by embracing the best of nautical and leadership traditions and skills on the decks of that magnificent tall ship. My compliments to you, Admiral Versaw and Captain Stillman, for your efforts to preserve heritage and bring the best of it forward into the future through lessons on those decks and at the Coast Guard Academy.

II. Challenges Facing the Modern Coast Guard

A. The Coast Guard is at the forefront in stewardship of American maritime interests. Since June 1st, the Coast Guard has saved over 56,000 Haitian and Cuban refugees in the Florida Straits. "Operation Able Manner" continues alongside "Operation Uphold Democracy" where Coast Guard assets are working alongside members of the Department Of Defense as we as a country tackle the important task of maintaining democracy in neighboring countries. I can think of no better present-day snapshot of the Coast Guard's two-hundred year heritage as a humanitarian service. 56,000 people saved in less than four months... you've been busy.

B. Single operations such as "Able Manner" and "Operation Uphold Democracy" only underscore an enduring commitment of Coast Guard men and women, civilian and military, officer and enlisted, and... cadets... to protecting maritime interests of this country. On an average day you assist over 330 people while conducting 144 search and rescue cases throughout the world, save over one and a half million dollars in property, respond to over 34 oil or hazardous material spills, interdict over 7 million dollars of illegal drugs, and carry out a number of other duties that directly impact the welfare of Americans and their marine environment.

congratulate the Coast Guard Academy for being at the forefront of the effort. I also commend Secretary Dalton, and your Commandant, Admiral Kramek, for a visible commitment to a value that will strengthen America. However, cadets of the Coast Guard Academy, the responsibility remains yours to further precepts of diversity within the military culture and society. You must live your commitment to human dignity and equality in your every day lives.

D. Excellence. There is a renaissance within business America and American government. That renaissance is peeling the layers of inefficiency off bureaucracies to ensure the American Public receives efficient and effective services. The renaissance is about "excellence", it's about "quality", it's about "doing the right things right". While discussing your program with Admiral Versaw, I learned that all cadets will receive training in "quality management" philosophies and techniques as part of their leadership development. Because of the dynamics of the maritime world, that knowledge and skill will position you to react responsibly upon commissioning as Coast Guard ensigns. You cannot afford to be less than "quality" oriented. You will be stewards of a vital national resource-- lifesavers, interdictors, environmentalists... guardians of the sea.

E. Trust. No discussion on leadership, regardless of how brief, would be complete without talking about trust. Leaders above all are trustworthy. Your precept inscribed in marble in your barracks best captures the essence of what America needs from military leadership. "Who lives here reveres honor and honors duty." America has come to trust the honor of the Coast Guard, and that is a reputation you are a part of. Guard it well, see that your actions further that reputation.

IV. Closing remarks.

A. Thank you for the regimental review. To see everyone execute the maneuvers, so precisely and in perfect coordination, is wonderful evidence of your capacity for teamwork and "attention-to-detail".

B. Presentation.

C. Thank you for this momento. Before I depart, I'd have just one thing to say about tonight's game with Stony-Brook... "Go Bears!"

D. And, not to usurp Admiral Versaw's control over the Corps of Cadets, but I bring a message from President Clinton. It reads:

C. The twelve Coast Guard peacetime and wartime missions are important to this country and represents a significant challenge to the men and women of the service. A challenge the cadets of the Coast Guard Academy will soon be at the forefront of.

III. Cadet's Commitment to Prepare

A. When asked to speak to you this afternoon, I was faced with the dilemma of choosing a topic. There are many important things American Government is faced with these days, but none is more important than "leadership". The vision inherent in a leadership ethic built on trust is what binds together the diverse interests of America and protects the freedoms we all enjoy. When I think of a military academy, or more importantly, when I think of people working through the Coast Guard academy, I think of young people who committed to a rigorous four year program to develop the intellectual and professional leadership abilities needed to confront challenges posed by operations like "Able Manner". You will soon be those leaders.

B. Military Character. The military fiber that binds your strong sense of honor and duty is of enduring value to the United States. That military fiber is at the core of the United States Coast Guard. We expect a great deal of all our military services, and that certainly is particularly true of the Coast Guard. I'm told an old expression of the Coast Guard's commitment is: "We have to go out, but we don't have to come back." You ride the storm's edge time and time again to help mariners in distress. You were there during and after Hurricanes Andrew and Iniki; you lead the Exxon-Valdeze cleanup; today, you're operating in the Caribbean to support "Able Manner". I'm sure you'll be *Semper Paratus* when the next challenge comes. We need people willing to commit to protecting and furthering American interests around the world. We live in a global interactive community, and we need global-thinking leaders. One place where that type of leadership is developed is here at the Coast Guard Academy.

C. Diversity. I know the Coast Guard Academy was the first Academy to admit women, and there are no exclusions to women in any of your roles or opportunities. What a wonderful first step. But it is only the first step. Some social barriers remain to open and natural acceptance of the talents of all minority groups and their accession to leadership positions. In fact, the diversity agenda of all the services is an exceptional example to the people of America. You are all setting the pace for a meaningful evolution of our culture. It is the right thing to do, and I

"A corpswide short is authorized for the Coast Guard Academy. Semper
Paratus."

★ AN AVERAGE ★ COAST GUARD DAY

- ★ SAVED 15 LIVES
- ★ ASSISTED 350 PEOPLE
- ★ SAVED \$1,500,000 IN PROPERTY
- ★ CONDUCTED 144 SAR OPS
- ★ RESPONDED TO 34 OIL OR HAZARDOUS CHEMICAL SPIES
- ★ BOARDED 100 LEAGUE VESSELS FOR PORT SAFETY CHECKS
- ★ INSPECTED 64 COMMERCIAL VESSELS
- ★ INVESTIGATED 17 MARINE ACCIDENTS
- ★ SEIZED 318 POUNDS OF MARIJUANA AND 253 POUNDS OF COCAINE WITH A \$7.7M TOTAL STREET VALUE
- ★ SERVICED 150 AIDS TO NAVIGATION
- ★ INTERDICTED 112 ILLEGAL ALIENS

SOURCE: G.M. GIBBS, CGC OFFICER

Figures as of August '93



OPERATIONAL HIGHLIGHTS FROM THE CUBAN/HAITIAN MIGRANT EXODUS

The Coast Guard led the way in migrant rescue operations off Haiti earlier this summer and later off Cuba in the Florida straits. Since June 1, the Coast Guard has rescued over 56,000 Haitian and Cuban refugees and transported them to safe haven in Guantanamo Bay, Cuba.

July 4 - Largest single day total of Haitian migrants rescued - 3,247 rescued from 70 boats off Haiti. Previous record day of 1,635 nearly doubled. 50-foot sailboat sinks while alongside Cutter Hamilton. 133 migrants rescued, two drowned.

After more than a month of grueling, non-stop search and rescue off Haiti in late June and early July, cutters and crews were just beginning to relax, perform long-overdue maintenance, and enjoy precious time with their families. Operation "Able Vigil" began in mid-August with cutters from around the Coast Guard plying the waters between Cuba and the United States. A fleet of more than 35 cutters and patrol boats, 10 Navy ships, 41-footers, 25-footers and rigid hull inflatables constituting the largest peacetime lifesaving operation in Coast Guard history.

As a prelude to the amazing feats to come, the Coast Guard rescued 1,189 Cubans on August 20 during an incredible 125 search and rescue cases. A new record for people rescued in a day was set when 3,253 Cubans were rescued August 23. More Cubans were rescued in that four-day period, 10,270, than were rescued during the decade between 1983 and 1993.

Coast Guard forces were deployed to Haiti once again with Operation Uphold Democracy on September 19 with numerous 110-, 180-, 210-, 270-, and 378-foot cutters and two port security units working with DOD units to provide search-and-rescue, aids-to-navigation, and port security services.

DAILY OPERATIONS

COAST GUARD PEOPLE SERVE VARIED PUBLIC NEEDS



AIDS TO NAVIGATION

Promotes safe and efficient passage of marine and air traffic by providing continuous and accurate, all-weather radionavigation service. Maintains short- and long-range aids to navigation such as lighthouses and buoys. Operates long-range radionavigation transmitters including loran and Omega. There are 50,600 federal and 48,000 private aids to navigation.

BOATING SAFETY

Reduces the risk of loss of life, personal injury and property damage in recreational boating. Improves boating safety, fostering greater development, use and enjoyment of all U.S. waters.

DEFENSE OPERATIONS

Maintains constant readiness. Provides Coast Guard operating units with the combat capability necessary to function effectively as an armed, naval force. Coast Guard flag officers serve on the *Navguard* Board

which coordinates Coast Guard and Navy policy in areas of mutual interest.

In peacetime, Maritime Defense Zone commanders are responsible for coastal defense planning and exercises. In wartime, they conduct port security duties and U.S. coastal defensive operations within 200 miles offshore. The service has participated in all major national conflicts, earning 33 campaign and battle streamers since 1790.

ENVIRONMENTAL RESPONSE

Minimizes damage from pollutants released in the coastal zone. Reduces threats to the marine environment from potential spills of oil or hazardous substances. Helps develop national and international pollution response plans and operates the National Strike Force.

ICE OPERATIONS

Promotes maritime transportation in ice-laden polar and domestic waters by providing icebreaking capability for federal and scientific organizations. Keeps domestic shipping routes and ports open year-round to meet the reasonable demands of commerce. Polar ice operations are conducted by two large icebreakers, while domestic opera-

COAST GUARD MISSIONS:

The Coast Guard, the primary federal agency with maritime authority for the United States, is a complex organization of people, ships, aircraft, boats and shore stations.

In a service that is decentralized administratively and operationally, Coast Guard people respond to tasks in several mission and program areas.

The Coast Guard's multi-mission approach permits a rela-

Small organization responds to a variety of maritime activities, shifting emphasis when the need arises

tively small organization to respond to public needs in wide variety of maritime activities and to shift emphasis short notice when the need arises.

The Coast Guard's four main missions are maritime enforcement, maritime safety, environmental protection and national security.

These missions mandate the Coast Guard to:

tions are handled by a mix of icebreakers, cutters and tugs.

MARITIME LAW ENFORCEMENT

Enforces all federal laws on, under and over the high seas and waters under U.S. jurisdiction. Interdicts drug smugglers and illegal migrants. Enforces fisheries regulations and the Exclusive Economic Zone out to 200 miles at sea, the U.S. continental shelf, and any other U.S. territory or possession.

MARINE INSPECTION

Minimizes deaths, injuries, property loss and environmental damage by developing and enforcing standards and policies for the safe design, construction, maintenance and operation of commercial vessels and offshore facilities. Issues certificates of documentation for U.S.-flagged vessels engaging in the coastwise, Great Lakes, fishing and registry trades, and endorses documents for recreational vessels. Conducts a fishing vessel safety program which includes voluntary dockside examinations.

MARINE LICENSING

Issues new, renewed and upgraded licenses for officers and seamen. Regulates the manning of commercial vessels to ensure all vessels are adequately manned with a minimum number of qualified crewmen to safely operate the vessel.

MARINE SCIENCE

Provides weather and oceanographic services for other Coast Guard programs and federal services. Operates International Ice Patrol, which charts iceberg movement into shipping lanes. Provides daily weather reports to the

National Weather Service.

PORT SAFETY & SECURITY

Safeguards ports, waterways, waterfront facilities, vessels and people working in them, from accidental or intentional damage, disruption, destruction or injury. Manages port safety, port security and environmental protection concerns.

SEARCH AND RESCUE

Renders aid to people in distress and their property in the marine environment. Serves as maritime SAR coordinator within the National SAR Plan. Maintains SAR facilities along U.S. coasts as well as Alaska, Hawaii, Guam, Puerto Rico, the Great Lakes and internal U. S. waterways. Operates the Automated Mutual-assistance Vessel Rescue system - AMVER - and helped design the SARSAT system - satellites picking up emergency locating transmitters or emergency position-indicating radiobeacons.

WATERWAYS MANAGEMENT

Involves the interrelationship between three entities - ships, waterways and facilities including docks, bridges, and piers. These relationships are governed by rules and regulations covering navigation, tankers, bridges, radiotelephones and vessel traffic services. Overlaps several Coast Guard programs, as well as waterways programs of the U.S. Army Corps of Engineers.



- Remain constantly ready to defend the United States, ensure national security and protect national interests.
- Minimize loss of life and property; personal injury and property damage at sea and in U.S. waters.
- Enforce U.S. laws and international agreements of the United States.
- Ensure the safety and security of marine transportation, ports, waterways and shore facilities.
- Promote marine transportation and other waterborne activity in support of national economic, scientific,

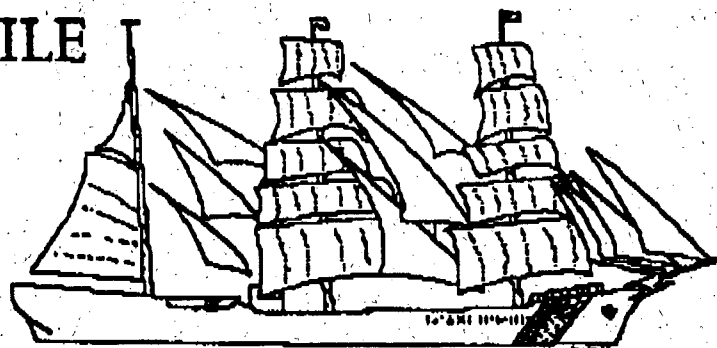
defense and social needs.

- Protect the marine environment and its wildlife.
- Ensure effective U.S. presence in polar regions.
- Project the interests of the United States in relationships with other maritime nations around the world.
- Assist other agencies in performance of their duties and cooperate in joint maritime ventures.
- Provide an effective maritime communications system.
- When directed by the president, operate as a service in the Navy.

U.S. COAST GUARD ACADEMY CLASS OF 1998 PROFILE

Applications

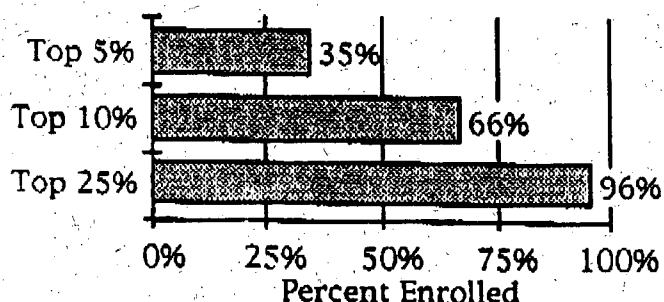
Initial Applications	5,255
Completed Applications	2,558
Accepted	466
Enrolled	274



U.S.C.G. Barque EAGLE, America's Tall Ship

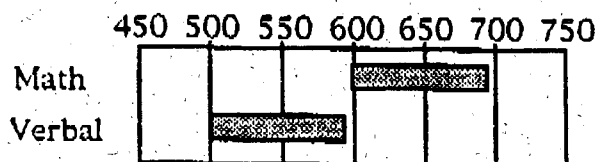
Class of 1998

High School Class Rank

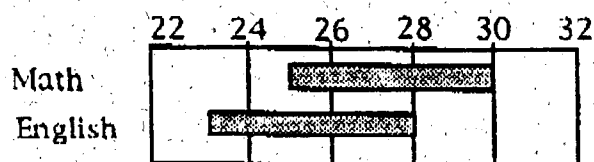


Standard Test Scores Ranges (25th through 75th percentile)

SAT



ACT



The U.S. Coast Guard Academy is the only one of the four Armed Forces service academies that offers appointments based solely on the basis of an annual nationwide competition, with no congressional appointments or geographical quotas. Competition is open to any American citizen who has reached their seventeenth but not their twenty-second birthday by July 1 of the entering year. In selecting students for admission, the Academy prohibits discrimination based on gender, race, color, national origin, or religion. Factors considered in the competition include SAT or ACT scores, high school standing, and leadership potential as demonstrated by participation in high school extracurricular activities, community affairs, or part-time employment. All candidates must pass a rigid medical and physical fitness examination.

Majors

CIVIL ENGINEERING
ELECTRICAL ENGINEERING
GOVERNMENT
MANAGEMENT
MARINE SCIENCE
MATHEMATICS
MECHANICAL ENGINEERING
NAVAL ARCHITECTURE & MARINE
ENGINEERING

Corps of Cadets

	Class of 1998		Entire Corps	
	#	%	#	%
Total	274	**	906	**
Men	215	78	727	80
Women	59	22	179	20
Minorities	40	15	163	18

For more information and a catalogue, contact:

Director of Admissions
U. S. Coast Guard Academy
New London, CT 06320

(203) 444-8501



U. S. COAST GUARD ACADEMY

The U.S. Coast Guard Academy is a four-year institution for young men and women working toward a bachelor of science degree and a commission as an officer in the U. S. Coast Guard. Acceptance to the Academy is based on an annual nationwide competition that assesses personal merit and individual desire to serve the nation. There are no requirements for Congressional appointments, state quotas or special categories.

History The Academy began in 1876 as the Revenue Cutter School of Instruction. The original class of nine cadets began training on the schooner DOBBIN which operated out of New Bedford, Mass. In 1878 the 106-foot barque CHASE replaced the DOBBIN as a cadet training vessel. It wasn't until 1900 that CHASE found a permanent home at Arundel Cove, Md., where classroom instruction was added to shipboard training.

After 30 years of service, the CHASE was retired in 1907 and replaced by the Cutter ITASCA. In 1910 the Academy moved to Fort Trumbull, an Army coastal defense installation in New London, Conn. The year 1914 saw the Cutter HAMILTON replace the ITASCA as the Academy's training vessel.

In 1932 the city of New London gave the Coast Guard some land along the Thames River to build an Academy. Since that time the Academy has grown in size to 113 acres.

Academics The Academy offers six technical majors (Civil Engineering, Electrical Engineering, Naval Architecture

and Marine Engineering, Mechanical Engineering, Mathematical and Computer Sciences and Marine Science) and two non-technical academic majors (Government and Management). The Academy is accredited by the New England Association of Schools and Colleges and the engineering programs have the professional accreditation of the Accreditation Board for Engineering and Technology.

Annually in July 280-300 young men and women arrive at the Academy for Swab Summer, an intense period of physical and military training, that prepares them to be fourth class cadets.

During the next four years, all cadets complete a core curriculum of 26 courses, heavily oriented toward engineering, the sciences and professional studies. The average size of the corps of cadets is 900 members and 16-18 percent of them are women. Class sizes range from 20-25 students to as few as 12 cadets in the upper-level classes.

The Academy annually commissions 160-170 ensigns during graduation in May. Following graduation the new officers are obligated to serve five years beginning with duty aboard Coast Guard cutters.

Athletics The Academy fields teams in 21 varsity sports. A cadet must participate in two seasons of three in either intramural or intercollegiate sports each year. Roland Field House, which serves as the center for all athletic activities, is one of the finest such facilities in the country hosting a pool, indoor track, weight room, racquetball courts and two indoor basketball courts.

EAGLE The largest tall ship flying the Stars and Stripes and the only active square-rigger in U.S. government service, EAGLE is homeported at the Academy. Used as a training barque for cadets, EAGLE sails all over the world representing the service and its proud traditions.

Coast Guard Band The Academy hosts the 45-member service band which conducts several annual concert tours throughout the United States and the world.

Sightseeing The U. S. Coast Guard Museum has a collection of ship models and artifacts representing the early days of the Revenue Cutter Service and present day law enforcement patrol boats; airplane models spanning the 75 years of Coast Guard aviation history; and paintings and photographs representing the services many missions. The Visitor's Pavilion, which overlooks EAGLE pier, offers an insider's look at the service and the Academy experience. A Corp of Cadets Review is held on Washington's Parade Field most Friday evenings at 4 p.m. during the months of April, May, September and October.

Housing and Schools The majority of the Academy's faculty and staff live in the local community. The cadets live in Chase Hall on the Academy grounds. A child development center, located on Academy property, is scheduled to open in the fall of 1993.

Direction The Academy is located off Interstate 95 in southeastern Connecticut minutes from downtown New London and only 2 1/2 hours north of New York City and 2 hours south of Boston. From the south, take exit 82A; from the north take exit 83. Follow the signs directly to the Academy, about one mile.

For more information about the Coast Guard Academy contact the Public Affairs Office:

Trivia:

- Total Military Personnel: 400
 - Officers - 120
 - Enlisted - 380
- Total Civilian Employees: 446
 - Civil Service - 160
 - CG Exchange Service - 100
 - Contract Services - 159
 - Athletic Department - 27
- Operating Budget: \$15 million
- Total Economic Impact to the Community: \$70 million
- Number of Buildings: 28
- Cadet meals served daily: 2730

Superintendent (spa)
U.S. Coast Guard Academy
15 Mohegan Ave.
New London, CT 06320-4195
(203) 444-8270



Admissions Requirements:

- The Coast Guard Academy is the only military academy that does not require a political nomination or appointment.
- Scholastic Aptitude Test (SAT) or American College Test Assessment (ACT) is mandatory. Minimum total score of 950 on the math and verbal SAT, with at least 500 in math; and a minimum total score of 40 on the math and english ACT, with at least 21 in math is required.
- Each cadet receives a monthly allowance from the government of \$549.90. (Most of the money is for uniforms, equipment, textbooks, etc. The remaining is for personal use.)

THE U.S. COAST GUARD BARQUE EAGLE

EAGLE, the largest Tall Ship flying the Stars and Stripes and the only square-rigger in U.S. government service, is the seventh Coast Guard cutter to bear the name in a proud line dating back to 1792. The ship was built in 1935 by the Blohm and Voss Shipyard in Hamburg, Germany, and commissioned as **HORST WESSEL**, one of three sail training ships operated by Nazi Germany to train cadets for the growing German Navy. Early in World War II it was converted to a cargo ship, transporting men and supplies throughout the Baltic Sea, but continued to perform a training mission as well. The ship is said to have downed three aircraft in combat during this period. Following World War II, it was taken as a war prize by the United States and a Coast Guard crew -- aided by the German crew still on board -- sailed the tall ship in 1946 from Bremerhaven to its new homeport in New London, Connecticut.

EAGLE now serves as a seagoing classroom for the future officers of the U.S. Coast Guard. A seasoned permanent crew of five officers and 30 enlisted personnel maintains the ship year round and provides a strong base of knowledge and seamanship for the training of up to 150 cadets or officer candidates at a time. It is on the decks and in the rigging of the **EAGLE** that these young men and women get their first taste of salt air and life at sea. The experience helps them to develop skills of leadership and teamwork, as well as a healthy respect for the elements, that will serve them for a lifetime. They are tested and challenged, often to the limits of their endurance; working aloft, they meet fear and learn to overcome it. The training they receive under sail has proven to be a valuable asset to generations of Coast Guard officers throughout their careers.

Eagle offers future officers the opportunity to put into practice the navigation, engineering, and other

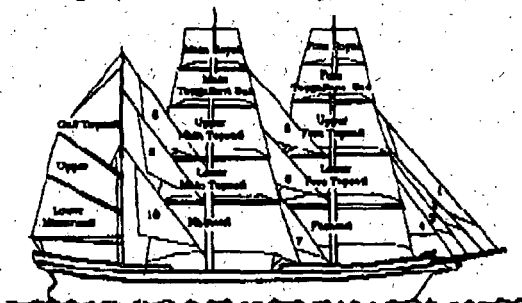
professional theory they have previously learned in the classroom. Upperclassmen exercise leadership and service duties normally handled by junior officers, while underclassmen fill crew positions of a junior enlisted person, such as helm watches at the huge wooden wheels used to steer the vessel.

To maneuver **EAGLE** under sail, the crew must handle more than 22,000 square feet of sail and five miles of rigging. Over 200 lines control the sails and yards, and every crew member, cadet and officer candidate must become intimately familiar with the name, operation, and function of each line.

Like the great Cape Horn square-riggers built during the first three decades of the 20th Century -- the twilight era of sail -- **EAGLE** is constructed of modern materials. **EAGLE** has a steel hull four-tenths of an inch thick; two full length steel decks with a platform deck below and a raised forecastle and quarterdeck; and weather decks made of three inch thick teak over steel. Its design and construction embody centuries of development in the shipbuilder's art, and **EAGLE** eagerly takes to the element for which it was designed, effortlessly and gracefully driving under full sail in the open ocean at speeds up to 17 knots.

When in home port in New London, **EAGLE** rests alongside a pier on the Thames River at the U.S. Coast Guard Academy. The Academy was originally founded in 1878 when nine students boarded the Revenue Cutter **DOBBIN**. A series of cutters followed the **DOBBIN**, and in 1932 a permanent shore facility was established at its present site on land donated by the New London community. Approximately 900 men and women attend the Academy, all of whom sail at one time or another on America's only active duty square rigger.

Length, overall.....	295 ft.
Length, at waterline.....	231 ft.
Beam, greatest.....	39.1 ft.
Freeboard.....	9.1 ft.
Draft, fully loaded.....	16.0 ft.
Displacement, fully loaded.....	1816 tons
Ballast (iron & lead pigs).....	360 tons
Fuel Oil.....	24,215 gals
Water.....	56,140 gals
Height of foretruck.....	147.3 ft.
Height of maintruck.....	147.3 ft.
Height of mizzen truck.....	132.0 ft.
Fore and Mainyard.....	78.8 ft.
Sail area.....	22,227 sq. ft.



Speed, under power.....	10 knots
Speed, under sail up to.....	17 knots
Anchors.....	3,860 lbs.

Sail Plan

1. Flying Jib
2. Outer Jib
3. Inner Jib
4. Fore Topmast Staysail
5. Main Royal Staysail
6. Main Topgallant Staysail
7. Main Topmast Staysail
8. Mizzen Topgallant Staysail
9. Mizzen Topmast Staysail
10. Mizzen Staysail

For more information about the Coast Guard Academy contact the Office of Admissions:

Director of Admissions (t)
U.S. Coast Guard Academy
15 Mohegan Ave.
New London, CT 06320-4195
(203) 444-8503

For recruiting information about the Coast Guard or Coast Guard Reserve call:

800-424-8883 ext. 5008

Top Story

Mercy mission

Massive effort near Haiti keeps CG 'maxed out' during Operation Able Manner

When the old timers gather at the club's mess in the year 2010, most of the sea stories they will tell will be about the summer of 1994.

One chief will tell the story about his days as a seaman aboard the CGC *Hamilton*, when he helped rescue 468 people from a leaking 50-foot sailboat.

Another chief will recall how he was aboard the CGC *Dependable* when two babies were born in the wardroom in less than two weeks.

A third chief will boast about being a crewmember aboard the CGC *Decisive* when the cutter's crew rescued 336 people, working 17 rescue cases in 10 hours. They will all remember July 4, 1994, when 3,247 people were rescued from 70 sailboats in a single day.

Everyone knows that sea stories are like fish stories; it is perfectly acceptable to stretch the truth a tad. However, the amazing thing about the Operation Able Manner sea stories is that they are 100 percent true.

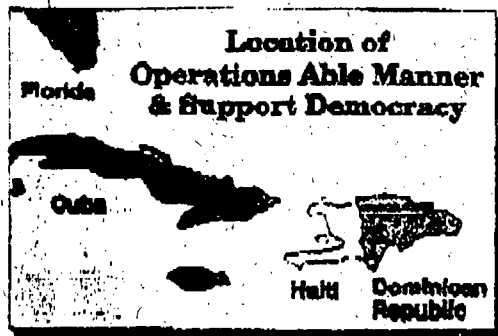
Largest search-and-rescue effort since WWII

Able Manner is the Coast Guard's largest search-and-rescue effort since World War II. On Aug. 20, 1940, Winston Churchill praised the Royal Air Force, saying, "Never was so much owed by so many to so few."

An apt way to describe Able Manner



Top Story



Monthly Haitian rescue data

January...78	February...347
March...274	April.....812
May...1,448	June....5,603
July...15,955	

Source: 7th Dist. dpa



PA2 Bob Wyman

might be, "Never have so few done so much for so many."

Patrols begin off Haiti after 1981 agreement

The Coast Guard commenced patrols off the coast of Haiti following the signing of a bilateral agreement between the United States and Haitian governments in October 1981. The agreement was written in response to the large number of Haitians — nearly 20,000 — making unsafe voyages each year.

Until October 1991, Haitians were given immigration screenings by Immigration and Naturalization Service officials aboard cutters. Following the coup that deposed former Haitian President Duvalier Aristide, a large outflow of migrants required that screenings be held ashore at Guantanamo Bay Naval Base, Cuba.

Following a massive outflow of Haitians in May 1992, then Presi-

dent George Bush issued an executive order May 24 that allowed for direct repatriation without immigration screenings aboard cutters.

Operation Able Manner commenced Jan. 15, 1993, and was designed to deter Haitians from taking to sea in unsafe, overcrowded vessels, and to rescue those Haitians found on the high seas. Initially, Haitians found at sea were taken aboard cutters,

given food, water and medical attention, and directly repatriated to Haiti. But a new policy that went into effect June 16 was designed to grant immigration screenings at sea. The screenings took place aboard cutters and the USNS Comfort, and at a migrant processing center. Another processing center opened June 29 at Guantanamo Bay.

On July 5, the policy was again changed to provide Haitians safe haven rather than asylum hearings. Currently, migrants rescued by the Coast Guard are turned over to Department of Defense officials at Guantanamo Bay, where they are offered safe haven. Those deciding to return to Haiti are repatriated by cutters.

Each day, Coast Guard cutters and helicopters patrol international waters near Haiti searching for migrant vessels. Boarding parties inspect virtually every vessel encountered in the region. As a secondary mission, the Coast Guard helps Joint Task Force 120 with Operation Support Democracy by enforcing United Nations sanctions against Haiti.

CG dedication witnessed by photojournalist

Cindy Karp, a photojournalist who works for U.S. News and World Report, spent a week aboard Coast

Guard cutters in the Windward Passage. Her assignment for the magazine was to shoot photographs and write a story about Haitian migration.

"I've been talking so much about the Coast Guard since I've returned, people ask me if I was covering the Coast Guard or the Haitian situation," Karp said. "I've never witnessed such incredible dedication or humanitarian concern."

RAADM William Leahy, 7th District commander, agrees.



Sequence photos by PAC Rich Woods

(Left) A grossly overloaded Haitian sailboat ties up alongside the USCGC Hamlet. (Right) After Haitian passengers rush to one side to disembark, the sailboat capsizes, causing panic, chaos, injuries and deaths.

Top Story

"The people working Operation Able Manner are some of the hardest working, most dedicated and professional people I have had the opportunity to be associated with in my Coast Guard career," said Leahy. "Senior Department of Defense officers and top-level of officials from other federal agencies in Haitian operations have been awed by the Coast Guard's outstanding response to this humanitarian mission."

Commandant: Members prove CG premier outfit

Leahy, along with Commandant ADM Robert E. Kruek, visited several cutters assigned to Able Manner in early July.

"Working seven (days) by 24 (hours),

the men and women of Operation Able Manner have had little rest, no time for part calls or holiday routine," said Kennek. "But, without complaining, they continue, as their predecessors have done for nearly 204 years saving lives at sea. Like Coast Guard personnel around the world, the men and women of Operation Able Manner are once again proving that the U.S. Coast Guard is the world's premier maritime service."

CWO3 Dan Walschmidt,
7th Dist.

A common sight aboard Coast Guard cutters participating in Operation Able Manner — CGC Tampa's HSI Mike EK hands out rations to rescued Haitian children.



PA: Andrew Worden

Special deliveries at sea

As an afloat unit participating in Operation Able Manner, the CGC *Dependable* has been asked to do some things that are impossible. During their last patrol from June 10 to July 26, the cutter's crew often worked 20-hour days trying to deal with the massive outflow of Haitians fleeing their homeland. The last patrol also brought the *Dependable*'s crew two special deliveries.

On June 24, the cutter deployed its helicopter to intercept a dangerously overloaded Haitian sailboat. As the small boats began transferring the Haitians from their sailboat to the cutter, Carry Guerrier, the *Dependable*'s interpreter, noticed that one of the Haitian women was far along in pregnancy.

Upon hearing that the woman was in her third trimester of pregnancy, HSI John Nelson escorted her to the stern of the cutter for close monitoring. At the conclusion of quarters, around 12:45 p.m., the woman made a comment that would change everything. She told Guerrier, "It's trying to come out!"

The woman was immediately taken to the cutter's wardroom, which also serves as the cutter's battle-dressing station.

Although it is not among the ship's drills, the *Dependable*'s wardroom was quickly transformed into a makeshift delivery room. Saddle sheets, towels, blankets, and a baby-delivery kit were in place. The crewmembers assisting Nelson were LTJG Gervin Jette, BMC Matthew Walter, BMI Tim Bogeman, YN1 Robert Russel, DCS Tim Walker and Guerrier.

Walter was the only crewmember who had prior experience delivering a baby. As an emergency medical technician in Annapolis, Md., he helped deliver a baby in an ambulance. Also assisting were RMI Travis Mitchell and RMI Carlos [Name]. They conducted a phone patch with Air Station Mis-



PA: Andrew Worden

si's flight surgeon and would relay vital information to their fellow crewmembers in the wardroom.

After two hours of labor, the cutter's "birthing detail" realized the woman would be in labor for some time. To prevent fatigue, Nelson organized a two-person watch.

At 10:30 p.m., the contractions got closer together. In no time, the baby's head was crowning. A pipe was then made aboard the cutter. "Birthing detail lay to the

wardroom." After 11 hours of labor, the moment of truth drew near. At 11:05 p.m., Nelson and Walter delivered a 5-pound, 8-ounce baby girl with no complications.

To inform the cutter's crew, another pipe was made: "For the information of all hands, a baby girl was born on the *Dependable* at 2305." The cutter's June 24 log entry, written by QMS Todd Robinson, summarizes the extraordinary event best. It reads: "2305: female Haitian infant entered this world on board USCGC *DEPENDABLE* in position 17-59.3' N 074-37.8' W, child named Sabrina, (5) Five pounds at birth; mother and daughter doing well."

The *Dependable*'s crew knows firsthand that lightning can strike the same place twice. On July 5, the birthing detail, consisting only of Walter, Nelson, and another Haitian female who served as interpreter and comforter, delivered a baby boy weighing approximately 6 pounds.

Soon after, the mast of the cutter, now decorated by symbols of drug busts and awards, would see the addition of two storks — one with a pink bundle in its beak and the other blue — to commemorate the patrol that delivered two humans into the world.

ENS Todd S. Berdin, CGC *Dependable*

Memorandum for Liz Bowyer

From: Ruby Shamir
Date: 9/20/94
Subj: Coast Guard

Coast Guard
description
Problems
9 —

The following is some information of the U.S. Coast Guard. I have included descriptive facts, recent problems with the Coast Guard Academy in New London, CT., and women in the coast guard and Academy. See articles for details.

Coast Guard Info Bits

- The Coast Guard, while an arm of U.S. military, falls under the purview of the Dept. of Transportation.
- Traditional missions include general maritime safety, law enforcement, environmental protection, and national security.
- In an average day Coast Guard personnel: save 12 lives and \$2 million in property; go on 144 search and rescue missions; respond to 23 oil or chemical spills; check 90 vessels for violations; seize 571 pounds of marijuana and cocaine; and interdict 112 illegal immigrants.
- Coast Guard prohibited from lobbying Congress

Coast Guard and Women

- During WWII a Coast Guard Women's Reserve was created and was called SPAR (acronym for Coast Guard motto in Latin and English: Semper Paratus! Always Ready!). These were the first women to be trained at a U.S. service academy.
- George Bush proclaimed the week of November 17 through November 23 1992 as SPAR Anniversary Week.
- Many female commanders feel no discrimination from their superiors and inferiors. "This is the best service to be in if you're a woman," Lt. Deirdre Doherty, 1994.
- Women have been eligible for assignment to any mission since 1977.
- 15% women in 1990 graduating class at Coast Guard Academy in CT; In current frosh class percentage of women has almost doubled to 28%.

Current Problems at the Coast Guard Academy in New London, CT

- The Academy's budget was cut because the House Appropriations Committee was disturbed by the findings of a 1993 'climate assessment' study.
- Problems listed in the study:
 - Complaints of sexual harassment by many women.
 - Concern over \$48, 00 price tag for one year of cadet schooling.
 - Lack of emphasis on learning.
 - Low morale amongst many cadets (especially women), and enlisted people.
 - Rigid bureaucracy.
- Approximately \$254,000 in taxpayer money was spent in past three years on entertainment functions (balls, dances, special meals) for cadets and guests at the Academy. Spending justified by school officials as necessary for the development of military social skills.

18TH STORY of Level 2 printed in FULL format.

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The Hartford Courant

May 20, 1993, A Edition

SECTION: CONNECTICUT; Pg. b9

LENGTH: 492 words

HEADLINE: U.S. Coast Guard grads sail new seas;
A diploma and a hug

BYLINE: TRACEY THOMAS; Courant Staff Writer

DATELINE: NEW LONDON

BODY:

The U.S. Coast Guard's newest officers will soon be navigating uncertain waters, awash in the recent changes in Europe and in military technology, Secretary of Transportation Federico Pena warned Wednesday.

Pena told graduates at the U.S. Coast Guard Academy they may be called on to rethink the Coast Guard's traditional missions of maritime safety, law enforcement, environmental protection and national security.

"These may not always be your goals," Pena told the overflow crowd of graduates and families at Leamy Hall. "In the future, you may shift your focus to new, unforeseen objectives."

The visit was Pena's first to the academy since becoming the nation's top transportation officer this year. Pena, the former mayor of Denver, was one of the major forces behind that city's \$ 4 billion airport, now under construction.

There was a moment of sentimentality during the exercises, when academy Superintendent Thomas Matteson said goodbye to the class for the last time. Matteson, who came to the academy four years ago with the class of 1993, is retiring this summer.

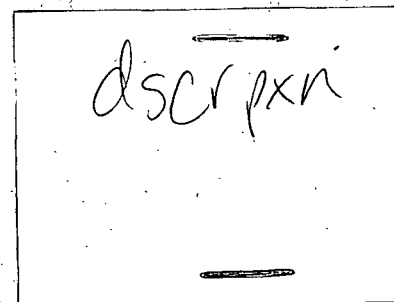
Overcast skies forced the academy's 112th graduation indoors. Degrees and commissions were awarded to 186 fourth-year cadets.

Despite admonishments to remain silent, many people cheered and tooted noise-makers as their graduate crossed the stage.

The graduating class gave a standing ovation to Roland Davis, the class "anchor man" with the lowest grade-point average. According to Coast Guard tradition, Davis was presented a blue cloth bag filled with a half-dollar from every graduate.

The ceremony ended with the traditional toss of hats and epaulets into the air. The young officers will soon wear new hats and shoulderboards and to designate their rise from cadet to ensign.

During his commencement address, Pena offered a summary of an average day in which Coast Guard personnel: save 12 lives and \$ 2 million in property; go on



The Hartford Courant, May 20, 1993

144 search and rescue missions; respond to 23 oil or chemical spills; check 90 vessels for port safety violations; seize 571 pounds of marijuana and cocaine; and interdict 112 illegal migrants.

Matteson appeared to choke up as he bade goodbye to the class. Matteson, affectionately referred to as the "Supe," said he and his wife would fondly remember their four years on the banks of the Thames River.

"We started together and we leave together," Matteson said. "God bless you all and thank you for the best four years of our lives."

The class of 160 men and 26 women included four international students, from the Philippines, Thailand, Malaysia and Micronesia.

The Connecticut graduates were Edward Bowen of Norwich, Donald Brown of East Lyme, Rebekah Effman of Mystic, Stephen Fabian of Portland, Kyra Glynn of Killingworth, Troy Hosmer of Waterford, Jeffrey Kingsley of Madison, Lori Walczak of Gales Ferry, Jeffrey Yarosh of Milford and Wendy Lowenthal of Mystic, who graduated with high honors.

GRAPHIC: Peter Chen/Special to The Courant
At commencement exercises Wednesday at the U.S. Coast Guard Academy in New London, Michael Simbulan of Arlington, Va., gets a hug from his mother, Cormelita, as he walks off the stage with his diploma. Frederico Pena, the U.S. secretary of transportation, delivered his commencement address as 186 cadets graduated.

LANGUAGE: ENGLISH

LOAD-DATE-MDC: May 20, 1993

Coast
guard problem

13TH STORY of Level 2 printed in FULL format.

Copyright 1993 States News Service
States News Service

July 23, 1993, Friday

LENGTH: 793 words

HEADLINE: COAST GUARD ACADEMY MORALE PROBLEMS MAY END IN PUNISHING BUDGET CUT

BYLINE: By Louise Palmer, States News Service

DATELINE: WASHINGTON

BODY:

Sexual harassment, low morale and serious management problems found at the Connecticut-based Coast Guard Academy have prompted a Capitol Hill-style rap on the knuckles: a budget cut.

Members of the House committee that oversees the academy found the results of a recent "climate assessment" study -- and the reaction of the Coast Guard to it -- so disturbing, they decided to issue a harsh reprimand of the academy and cut in half its \$1.2 million request for additional funding for 1994.

The study cited by the committee found a high degree of "CYA" (Cover Your A --), an approach that favors protection of the individual at the expense of the group. "CYA" is promoted by excessive competitiveness and lack of resources, and which results in an unwillingness to take risks and be fair. There also exists a hostile environment to women, where eight of 10 enlisted women report having been sexually harassed.

The House Appropriations committee, which decides the Coast Guard's annual budget, was especially concerned with morale problems among both cadets and faculty, continued high attrition, and a failure to instill values critical to the Coast Guard's mission. Worse, these problems are not being adequately addressed, committee members found.

"The Committee believes the response of the Coast Guard to the findings of this study has been highly inadequate to date, and has difficulty recommending increased funding for this institution while these problems exist," the report said.

The report also cited concern about the \$48,000 price tag for one year of cadet schooling -- a figure that far exceeds the average tuition cost at U.S. military academies.

But the committee is using the report -- which the Coast Guard Academy requested in order to raise the quality of the school -- to reprimand the academy rather than commend it for its attempts at improvement, according to Cmdr. Scott Wolfson, a Coast Guard spokesman.

"We are hoping we can clear up that misunderstanding about the study and its intended use," said Wolfson. "We hope to be able to help the committee understand why the study was done and the changes that have been made . . . that we're using it as a constructive tool."

States News Service, July 23, 1993

The academy has taken the results of the study seriously and is looking for ways to implement recommendations provided by Princeton Economic Research, Inc., which conducted the survey, said Lt. Day Boswell, academy spokeswoman.

The study produced some positive findings, including a healthy organizational culture, respected leaders, and strong values such as honesty, integrity, leadership and patriotism. But it also found other troubling trends, including:

-- Lack of emphasis on the value of learning.

-- Low morale among some members of the faculty and the cadets, especially among the enlisted and women. The study found, for instance, that woman cadets are more likely to report stress-related symptoms such as eating disorders, excessive drinking and suicidal thoughts.

-- A rigid bureaucracy resistant to change.

The academy is currently examining ways to address the problems cited in the report, Boswell said.

Among the changes being implemented or considered are an overhaul of all human relations programs, a Work Life Program to help people balance work and family, and efforts to address issues raised in the study through the Human Relations Council.

The Appropriations Committee granted the Coast Guard its \$13 million request for operating expenses at the academy, but cut in half the additional \$1.2 million requested for cost increases over the year.

The Coast Guard will likely have a hard time convincing House members to change their minds. The committee members were unimpressed with testimony on the study from the Coast Guard, according to Richard Efford, a committee aide familiar with the budget request.

During the hearings on the budget, Efford said the attitude conveyed by the Coast Guard representative was, "You need to understand that these problems are typical of high quality institutions." . . . There was a feeling among the members that we hadn't seen anything from the Coast Guard Academy to indicate that they were taking the findings as seriously as we would like them to."

Although the Coast Guard is prohibited from lobbying Congress, Wolfson said the agency would "make information available" to House lawmakers on the changes that the study has spurred at the academy. The funding bill is expected to reach the House floor for a vote Friday.

If the Coast Guard fails to convince the House to restore the funding request, the academy will have to adjust its budget. But it is too early to say where and how the cuts may affect the academy, said Wolfson.

LANGUAGE: ENGLISH

LOAD-DATE-MDC: July 31, 1993

8TH STORY of Level 2 printed in FULL format.

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GANNETT NEWS SERVICE

September 14, 1993, Tuesday

LENGTH: 449 words

HEADLINE: COAST GUARD USING TAX MONEY TO TURN OUT OFFICERS AND GENTLEMEN

BYLINE: CHRIS COLLINS; Gannett News Service

DATELINE: WASHINGTON

BODY:

Taxpayers are footing the bill to make cadets at the U.S. Coast Guard Academy both officers AND gentlemen, say federal auditors.

About \$ 254,000 in taxpayer money was spent in the past three years for special formal dinners for the cadets, plus dances for cadets and their guests, a report by the Transportation Department's inspector general found. Among the formal dinners was a \$ 20,412 "winter festival meal" that cost \$ 14,586 more than the regular nightly cadet meal it replaced, the report says.

Leaders of the academy in New London, Conn., which has about 900 cadets, about a third of them women, justified the social expenses as part of the cadets' "formal training as future officers," the auditors' report says.

"The academy dances and special meals were meant to provide the cadets with experience to develop military social skills," the report says.

But the auditors concluded that the dinners, including a Christmas formal dinner and a sports banquet, actually were entertainment functions - and overly expensive to boot. About \$ 221,000 over and above regular cadet meal costs had been spent on the dinners during the last three federal budget years, they estimated.

Another \$ 32,592 had been spent by the academy for refreshments at receptions, dances and other entertainment functions for the cadets and their guests, the Aug. 6 report says. Dances included the Autumn Ball, Christmas Ball, Valentine Ball, Second Class Ring Weekend and Commencement Ball.

Because they were entertainment functions, the cost of the dinners and dances shouldn't have been borne by taxpayers, the report says. It notes that similar expenses at the U.S. Military Academy at West Point and the U.S. Merchant Marine Academy at Kings Point were paid for in other ways, such as out of student activity fees or by directly charging cadets and their guests.

Rear Admiral P.E. Versaw, superintendent of the academy, conceded in a July 2 letter to the auditors that "the point you raise is a good one and we plan to seek additional policy guidance on this issue from Coast Guard headquarters."

In the meantime, he said, the academy would not use congressionally appropriated funds for refreshments at dances and other "primarily social" events.

GANNETT NEWS SERVICE, September 14, 1993

But Versaw said in his letter that he intended to continue to have special formal meals, although the program would be "sharply reduced" to about one special meal per month "within a strict budget" until he had received guidance from Coast Guard headquarters. He said that change is saving about \$ 80,000 annually.

An academy spokesman said Tuesday that a letter to Coast Guard leaders seeking their policy guidance still was being drafted.

LANGUAGE: ENGLISH

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The Hartford Courant

June 4, 1993, A Edition

SECTION: CONNECTICUT; Pg. B1

LENGTH: 675 words

HEADLINE: Company pulls out of projects;
Company pulls out of unfinished state projects

BYLINE: MIKE McINTIRE; Courant Staff Writer

BODY:

More than \$ 10 million in construction at two schools, a public housing complex and the U.S. Coast Guard Academy are among the state projects in limbo since the collapse last month of a Massachusetts company that is the subject of a criminal investigation.

Lawlor Corp. of Medford, Mass., stopped work two weeks ago at all of its 17 sites in New England, leaving projects in Hartford, New Britain, New London and Guilford mired in a legal and financial mess and subcontractors demanding pay.

As a result, municipal officials said, Smith elementary school in New Britain may not open in September, \$ 5 million in code-violation repairs and classroom expansion at Guilford Lakes elementary school has been stopped indefinitely and an overhaul of heating systems at Hartford's Bellevue Square apartments is on hold.

Also, a \$ 1.3 million project to build a new child development center at the U.S. Coast Guard Academy in New London has ground to a halt. Joanne D'Angelis, a Coast Guard spokeswoman, said Lawlor gave notice two weeks ago that the company was financially incapable of finishing the job.

"It's too bad, because the way things are in New England, I'm sure there are a lot of other companies that would have liked to have had that project," she said.

The Coast Guard and officials in Hartford, New Britain and Guilford said they are waiting for Lawlor's bond company, United States Fidelity & Guarantee of Baltimore, to find substitute contractors to finish the projects. Officials at the bond company declined to comment.

In New Britain, a \$ 3.6 million expansion project at Smith School is 90 percent complete, but officials said Lawlor's abrupt exit means the school may not be ready for use in September. As of Thursday, no substitute contractor had been found, said school building committee Chairman Curtis Jennings.

In Guilford, Lawlor had completed only 20 percent of its work at its school project. Superintendent of Schools Rodger Parker said Lawlor left the job and refused to come back.

"It's caused a lot of headaches," Parker said.

The Hartford Courant, June 4, 1993

About 90 percent of a \$ 1.4 million project to replace heating systems in 23 buildings at Bellevue Square apartments in Hartford was completed when Lawlor stopped working. Officials at the Hartford Housing Authority said they are considering using subcontractors to finish the job.

Some of Lawlor's 37 projects bonded by USF&G are the subject of lawsuits by subcontractors demanding payment for work. Two subcontractors who helped build a new post office in Newtown are suing Lawlor in U.S. District Court in Bridgeport for more than \$ 100,000 in unpaid bills.

Messages left for Lawlor President Carl Dumas were not returned Thursday.

Authorities in Massachusetts said they have begun a criminal investigation of Lawlor's pay practices, including a review of complaints that the company deliberately failed to pay employees and subcontractors, said state Labor and Industries Commissioner Thomas Degenis.

The investigation, which includes a review of the company's wage records for the past two years, is one of the largest conducted by his department, Degenis said.

"This is a big one," he said.

Exactly what happened to the company is something of a mystery. Degenis said that Lawlor has not sought bankruptcy protection, but simply stopped working and turned over all its unfinished projects to the bond company.

Incorporated in 1984 as a small general contractor, Lawlor expanded in the late 1980s and began landing numerous public works projects. Among them were construction at Air Force and Navy bases in Massachusetts and Maine, public housing in Rhode Island and schools in several Connecticut communities.

In the past several years, Degenis' office has investigated about 30 complaints by Lawlor employees and subcontractors about pay. About half were dismissed and the rest were settled out of court, Degenis said.

"I think the company just got caught up in a very competitive market and overextended themselves," he said.

GRAPHIC: Michael Kudas /The Hartford Courant
Smith School in New Britain is one of four projects in the state affected by a decision by Lawlor Corp. of Medford, Mass., to shut down operations two weeks ago. City officials said the school probably will not be available for use in September, as had been projected.

LANGUAGE: ENGLISH

LOAD-DATE-MDC: June 4, 1993

2ND STORY of Level 2 printed in FULL format.

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THE DALLAS MORNING NEWS

June 19, 1994, Sunday, HOME FINAL EDITION

SECTION: NEWS; Pg. 40A

LENGTH: 581 words

HEADLINE: Coast Guard leads military in equity;
Women commanders aren't rare

BYLINE: Greg Orwig, Corpus Christi Caller-Times

DATELINE: CORPUS CHRISTI

BODY:

CORPUS CHRISTI - Tacked above Lt. J.G. Deirdre Doherty's desk is a cartoon that shows a sailor asking a female officer, "And what's a woman like you doing on a ship like this?"

"Commanding it," the woman replies.

Which is exactly what Lt. Doherty, 26, has been doing for two years aboard the Coast Guard cutter Key Biscayne, based in Corpus Christi. But, unlike the cartoon character, Lt. Doherty said her all-male crew has ignored her gender and showed her the respect owed to a commanding officer.

The Coast Guard, she said, has taken the lead among military services in seeking gender equality. Women have been eligible for assignment to any mission in the Coast Guard since restrictions on sea and aviation duties were lifted in 1977.

"The Navy is now opening its doors to women on some combat ships, but it's been a long struggle, and they'll have to go through the same process women in the Coast Guard went through 10 years ago," Lt. Doherty said.

"In the Coast Guard, the equality is already there. I think a lot of women are starting to look in our direction. This is the best service to be in if you're a woman," she said.

The percentage of women enrolled in the Coast Guard Academy in New London, Conn., has nearly doubled, from 15 percent in Lt.

Doherty's 1990 graduating class to 28 percent in this year's freshman class.

Her first assignment after graduating from the Coast Guard Academy was as weapons officer aboard a 270-foot cutter based in Boston. The primary mission of the ship was counter narcotics and environmental law enforcement, Lt. Doherty said.

"We'd go out on five- to seven-week deployments and my roommate was the only other woman on board," she said. "So there was the two of us and 95 guys. But we were always treated as junior officers and not treated as female junior officers."

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THE DALLAS MORNING NEWS, June 19, 1994

In 1992, she was given command of the 110-foot cutter Key Biscayne, which patrols the Gulf of Mexico from Port O'Connor to Brownsville, enforcing environmental regulations and conducting search-and-rescue operations.

The highlight of Lt. Doherty's tour in Corpus Christi - which ends this month, when she returns to the Coast Guard Academy as a company officer - was the rescue of a burning 400-foot Spanish cargo ship in September 1992.

"The captain spoke Spanish and the crew spoke Romanian, and there was only one interpreter. It was really interesting," Lt.

Doherty said with a chuckle. "They got the engine room fire out, but it started spreading up through the electrical system, so we were putting out fires one deck at a time.

"It was the biggest rescue event I ever participated in. It was satisfying because we helped this large vessel stay afloat and saved the lives of the crew members on board."

Lt. Doherty said some of her Navy friends are jealous that she was given command of a ship so early in her career.

"I was the only woman in my year group to screen for command," she said. "There have been some who said I only got it because I was a woman, but I don't believe that because I know how hard I worked."

Lt. Doherty's superiors agree.

"The fact that she is a woman has not been an issue," Capt. Joe Tucker, commander of Coast Guard Group Corpus Christi, said.

"In today's Coast Guard, it's no longer a rarity to find a female in a position of great responsibility and doing well.

Lieutenant Doherty is an outstanding officer and person in her own right," he said.

Distributed by The Associated Press

LANGUAGE: ENGLISH

LOAD-DATE-MDC: June 20, 1994

8TH STORY of Level 2 printed in FULL format.

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April 29, 1993, Thursday, NORTH SPORTS FINAL EDITION

SECTION: PERSPECTIVE; Pg. 28; ZONE: N; Voice of the people (letter)

LENGTH: 331 words

HEADLINE: Coast Guard led way for sex equality

BYLINE: Sandra L. Stosz, Lieutenant, U.S. Coast Guard.

DATELINE: EVANSTON

BODY:

As a woman who has served in the military as a member of the U.S. Coast Guard in front-line positions for the past 11 years, I commend you for your endorsement of the Navy's proposal to integrate women into front-line positions.

However, I would like to clarify certain aspects of your April 6 "Women belong on deck" editorial. The Coast Guard has always led the other armed services on the important issue of sexual equality in the military.

Due in part to our wide range of missions, which include maritime law enforcement and safety, environmental protection and national defense, we fall under the purview of the Department of Transportation, rather than the Department of Defense. However, we are an active branch of the military and our service academy was the first to admit women in 1976.

In the Coast Guard, women are not restricted from any duty assignments. They serve alongside men in most billets, including piloting aircraft and deploying on our medium- and high-endurance cutters, which are armed like Navy frigates.

The Coast Guard has worked diligently to outfit its ships so that women can serve equally with men. Existing ships have been modified to accommodate women and new ships are designed with the appropriate berthing facilities. Since graduating from the Coast Guard Academy in 1982, I have specialized in surface operations, spending eight years at sea on a total of four cutters, the last of which I commanded.

I am convinced that the Coast Guard's full integration of women into its ranks has minimized the significance of gender. When assigned to a ship, I am viewed as a crew member, not a female crew member, and I find that most shipboard personnel serving in front-line duty care vastly more about their shipmates' competence than their gender.

I agree with you that in the military, women should be free to do any job they can do well. The Coast Guard should be applauded for always having allowed women this exciting opportunity.

11TH STORY of Level 2 printed in FULL format.

Public Papers of the Presidents

November 6, 1992

CITE: 28 Weekly Comp. Pres. Doc. 2292

LENGTH: 479 words

HEADLINE: Proclamation 6504 -- SPAR Anniversary Week, 1992

BODY:

A Proclamation

During World War II, recognizing the military's urgent need for personnel and both the ability and the desire of women to contribute to the total Allied effort, the United States Congress passed legislation establishing the Coast Guard Women's Reserve. The Coast Guard Women's Reserve was created as a sister service to the Women's Army Auxiliary Corps (WACS), Women Accepted for Voluntary Emergency Service (WAVES) in the Naval Reserve, and Women Marines.

The first director of the Coast Guard Women's Reserve, Captain Dorothy C. Stratton, coined its acronym, SPAR, from the Latin and English translations of the Coast Guard motto, Semper Paratus! (Always Ready!). Women from throughout the United States and from all walks of life were recruited as SPARS, becoming the first women to be trained at a United States service academy, the United States Coast Guard Academy. Throughout the course of the war, they performed admirably as executive officers, division heads, watch officers, coxswains, gunner's mates, and machinist's mates -- to name but a few of their important roles.

Following World War II, SPARS were integrated into the Organized Reserve Training Program. Many served with distinction in highly specialized jobs during the Korean and Vietnam conflicts, and today, a half-century after the founding of the Women's Reserve, Coast Guard women serve in all phases of Coast Guard operations. We note with special admiration and pride the contributions of Coast Guard women during Operation Desert Shield/Desert Storm.

In honor of the dedicated service of women in the United States Coast Guard, the Congress, by H.R. 5617, has designated the week of November 17 through November 23, 1992, as "SPAR Anniversary Week" and has requested the President to issue a proclamation in observance of that week.

Now, Therefore, I, George Bush, President of the United States of America, do hereby proclaim the week of November 17 through November 23, 1992, as SPAR Anniversary Week. I encourage the Governors of the States and the Commonwealth of Puerto Rico and officials of other areas subject to the jurisdiction of the United States to provide for the observance of this week. I also invite all Americans to utilize this opportunity to learn more about the history and continuing contributions of women in the United States Coast Guard.

In Witness Whereof, I have hereunto set my hand this sixth day of November, in the year of our Lord nineteen hundred and ninety-two, and of the Independence of the United States of America the two hundred and seventeenth.

Public Papers of the Presidents, November 6, 1992

George Bush

Filed with the Office of the Federal Register, 3:55 p.m., November 9, 1992]

ote: This proclamation was released by the Office of the Press Secretary on November 9, and it was published in the Federal Register on November 12.

LANGUAGE: ENGLISH

OAD-DATE-MDC: January 13, 1993