

# "Newseyletter" Decatur Chapter No. 4, USCS

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Deposit Balance \$ \_\_\_\_\_

## Second Fast Response Cutter Delivered to the Coast Guard



Photo during acceptance trials

The USCGC *Richard Etheridge* WPC-1102, the second vessel in the Coast Guard's Sentinel-class Fast Response Cutter (FRC) recapitalization project, was officially delivered to the Coast Guard May 26 in Key West, Fla. after transiting from Lockport, La. Richard Etheridge will be home ported alongside the lead FRC, Coast Guard Cutter Bernard C. Webber, in Miami.

Etheridge will be commissioned into service in Port Everglades, Fla. on Aug. 3, 2012. The Coast Guard plans to acquire 58 FRCs to replace the service's 110-foot Island Class fleet. The cutters of the Island Class fleet range in age from 20 to 27 years old.

The Coast Guard currently expects to take delivery of one cutter per quarter. The first six FRCs will be stationed in Miami to support operations in the 7th Coast Guard District, an area ranging from the South Carolina coast to the Caribbean, consisting of 1.8 million square nautical miles of ocean.

The Sentinel-class FRC project is representative of the Coast Guard's disciplined approach to rebuild its surface fleet. The FRC uses a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots and a 2,500 hours per year operational employment target. It

uses state-of-the-market command, control, communications and computer technology interoperable with the Coast Guard's existing and future assets, as well as Department of Homeland Security and Department of Defense assets. The cutter also meets American Bureau of Shipping design, build and classification standards.



Pea Island on the Outer Banks, NC on the left is Life Station Keeper Richard Etheridge a former slave on an estate on the Outer Banks.

In 1880, Richard Etheridge became the first African-American to command a Life-Saving station when he was assigned to the Pea Island Life-Saving Station in North Carolina. Under his leadership, the Pea Island station became known as, "one of the tautest on the Carolina Coast." In 1896, Etheridge led the Pea Island crew in a rescue operation that saved the entire crew of the schooner E.S. Newman, which had become grounded in a treacherous storm. Etheridge and the Pea Island crew were posthumously awarded the Coast Guard's Gold Lifesaving Medal for this rescue in 1996.

## JHSV 3 to be the USNS *Millinocket*

Courtesy [www.colton.com](http://www.colton.com)

From Jim Colton's Maritime memos

Really. Note that the Navy is discarding the names previously assigned to the boats that would have gone to the Army, except, that is, for the one that's already

on JHSV 1 - *Spearhead* - and which has given its name to the class. Maybe they should drop the J in JHSV too. Or, better still, drop JHSV altogether, in favor of APc, which is, after all, what they are. June 1, 2012.

## USS Miami fire not expected to greatly impact the Navy's overall strategy

By Jennifer McDermott

Publication: [theday.com](http://theday.com)

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In the near term at least, the loss of the *USS Miami* will not greatly impact the Navy's overall strategy, Under Secretary of the Navy Robert O. Work said. Down the road, if the submarine is scrapped or still out of service for repairs from the May 23 fire, the deployment schedules for other submarines may change, Work added. The engineers and investigators were told to take the time they need, Work said.

"We will never, ever put sailors at risk," he said. The *Miami* (SSN 755) was in a dry dock at the Portsmouth Naval Shipyard for maintenance and upgrades when a fire started in a vacuum cleaner at 5:41 p.m. May 23. The fire on board burned until 3:30 a.m. the next day and caused an estimated \$440 million in damages to the Groton-based sub. "Right now, the going assumption is we'll repair the boat," Work said. "But we're right in the early stages of the damage assessment." Navy engineers are analyzing the hull to see if the fire compromised its integrity. Work said the exhaustive engineering assessment will ensure the Navy knows exactly what kind of damage the fire caused to the hull. The boat needs to be cleaned out, he said, "then we'll make a detailed cost estimate and work with Congress to determine the best way forward."