

# Gallatin gets two-year rest

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Without known cause the vessel burst into flames. Charleston harbor's water filled the vessel's holds quickly, in fact so quickly that by the time the survivors filled the lifeboats and pushed off, the vessel was gone for good.

The vessel was the first Cutter *Gallatin*, and the date was April 1, 1813. The vessel was built at Norfolk, Va., in 1807, costing \$9,413.93. The first version of the cutter gave approximately six years of service.

The cutter was named after the fourth Secretary of the Treasury Albert Gallatin.

The sixth and current, Coast Guard Cutter *Gallatin* is quite different from its original in almost every aspect. It belongs to the

Department of Transportation, its missions are vastly expanded, it is the largest naval combatant vessel currently in the New York area, and the cost is an incomparable \$14.5 million. Other operations *Gallatin* performs include: fishery patrols, law enforcement and search and rescue.

Outside of these differences there is one major difference: the length of time in service. The current *Gallatin* was launched in 1967 from Avondale Shipyards, New Orleans, La., and has served a little over 20 years. Nov. 28, this edition ~~of the Gallatin~~ was "laid to rest," as it departed Governors Island for Portland, Maine.

However, a rest is all it  
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is, approximately two years worth. That's how long it will be decommissioned into a special status known as Fleet Rehabilitation and Modernization or FRAM. In other words it is an overhaul and renovation of the cutter. Once it completes FRAM (barring the ship's frame and hull configuration) it will be a different ship.

One of the main reasons for FRAM is, "the old cutters are not very effective in their current form for modern military readiness," said Lt.j.g. John Kenyon, public affairs officer of the *Gallatin*. "As the Coast Guard gets more involved in the spectrum of military readiness, we must make the upgrades to be able to keep up with modern military capabilities."

While in FRAM, the electronics systems will be upgraded, mechanical overhauls and structural improvements will be made. "The cutter will basically be stripped (or gutted) and virtually be made into a new ship," Kenyon said. "The whole vessel will be given a face-lift, even the ceilings and decks."

Other important items receiving a face-lift are the weapons systems, and the strategic relocation of the radio room and combat information center. "These same changes have already

occurred on the Coast Guard Cutter *Dallas*, and they're changes the crew is going to have to get used to," Kenyon said.

The crew of the *Gallatin* will have to get used to those changes as they perform cross-over to the Cutter *Dallas*. Once the cross-over of crew and equipment is complete, *Dallas* will be put through what is known as sea trials.

Lt.j.g. James Tabor, combat operations center officer for *Gallatin*, explained that sea trials consist of operating and testing the ship and its new equipment in different situations, conditions and locations. The trials will take place in Norfolk, Va., Jacksonville/Mayport, Fla. and refresher training in Guantanamo Bay, Cuba.

Kenyon said that the crew is carrying a positive attitude toward the cross-over because they are carrying a "new ship attitude."

This positive attitude is being boosted by the support that *Gallatin* personnel are receiving from the Cutter *Hamilton*, which was commissioned after completing FRAM earlier this year.

With the FRAM completion of the *Hamilton* and *Dallas* this year, the *Gallatin* will be the last ship in Atlantic Area to be sent through FRAM.

