



**Commemorating the Decommissioning  
of the  
United States Coast Guard Cutter  
SPAR**

**WLB 403**

Friday, the twenty-eighth of February  
Nineteen Hundred and Ninety-Seven  
Twelve O'Clock Noon at  
Coast Guard Base South Portland, Maine

## The History of SPAR

CGC SPAR is named after the original Coast Guard Women's Reserve and is an acronym for the Coast Guard motto "Semper Paratus, Always Ready." Built at the Marine Iron and Shipbuilding Company in Duluth, MN, SPAR was launched November 2, 1943. After being commissioned on June 12, 1944, SPAR was subsequently stationed in Boston, MA in August 1944. Upon commissioning, SPAR was quickly directed to assist in the war effort by supporting anti-submarine warfare during convoy duty off the coast of Brazil.

On December 1, 1946 SPAR's homeport changed to Wood's Hole, MA. SPAR was moved again on June 1, 1957 to Bristol, RI.

In 1957 SPAR conducted oceanographic operations through the Northwest passage. The culmination of this assignment occurred when the Coast Guard Cutters STORIS, BRAMBLE, and SPAR became the first vessels to circumnavigate the North American continent. President Dwight D. Eisenhower sent his personal congratulations for this significant accomplishment. This impressive history was further added to in 1966 when SPAR logged over 17,000 miles and visited such ports as Iceland, Norway, Denmark, Germany, and Ireland while conducting an oceanographic charting expedition in the Northern Atlantic.

The cutter's homeport changed again in April 1967 to Boston, MA where it and the cutter CACTUS traded captain and crew.

In March 1973 SPAR moved to its current homeport in South Portland, ME. SPAR went to Refresher Training in Little Creek, VA in 1981 and achieved the highest marks ever earned by an oceangoing buoy tender. In 1983, 1985, 1988, 1990, 1992, and 1995 SPAR again returned from Little Creek with outstanding marks and now proudly displays a gold "E" with three gold stripes for nine consecutive overall

"Excellent" scores in operations and seamanship training. Because of this, SPAR was recently recognized by Vice Admiral Paul Welling, Atlantic Area Commander, as "The cutter with the most gold" in the Atlantic Fleet.

Currently, SPAR's primary mission is the maintenance of Aids-to-Navigation. SPAR services 198 aids over an area stretching from Portsmouth, NH to West Quoddy Head on the Northeastern tip of Maine. Numerous islands and shoals along this 227 mile expanse of coastline create a treacherous working environment, but also one of the most scenic in the country. Additional mission areas for SPAR include Search and Rescue, ice breaking in the Cape Cod Canal and Buzzards Bay and the Enforcement of Laws and Treaties. SPAR recently assisted with an emergency helicopter medical evacuation of a crewmember on the fishing vessel TROPICO. SPAR's assistance enabled the crewmember to be quickly and safely transported to a hospital for care. On a recent law enforcement patrol, SPAR seized over \$30,000 in scallops and fish due to fisheries law violations.

SPAR is a class "C" buoy tender with an overall length of 180 feet, a beam of 37 feet, and a draft of 13 feet. The ship's hull is constructed of welded steel and has a total displacement of 1025 tons. SPAR is a single screw driven vessel with a bow thruster. It is diesel-electric driven and generates 1200 horsepower for a maximum speed of 12 knots. The current ship's compliment consists of forty-five enlisted members and eight officers.

The primary port calls for SPAR are Rockland, Maine and Southwest Harbor, Maine. Less frequent port calls are made to Portsmouth, New Hampshire, Boston, Massachusetts, and Newport, Rhode Island.

LAST CRUISERS OF CGC SPAR  
WLB 403



COMMANDING OFFICER: LCDR Stephen G. Kinner  
EXECUTIVE OFFICER: LT William G. Smith, II



OPERATIONS DEPARTMENT

LTjg Greg Hall	LTjg Shawn Barry
ENS Timothy Brown	ENS Scott Aten
QMC Paul Conner	FS1 Greg Wood
QM2 Jeremy Wherren	YN2 George Kerekes
ET2 David Blessing	FS2 Paul Sodano
HS2 Philip Sogard	FS2 Donald Wiley
SK2 Brian King	QM3 Jereme Parker
FS3 Thomas Nichols	GM3 Marc Benkowitz

DECK DEPARTMENT

CWO3 Vernon Shay	BMC Randall Cole
BM1 Steven Howland	BM2 Christopher Berry
SN Daniel Martin	SN Edward Frekey
SN Christian Medick	SN Jared Crotty
SN Steven Hammerton	SN Thomas Daltwas
SN Jason Nix	SN Asia Stewart
SN John Brosnihan	SN Jason Blocker
SA Daniel Fontaine	SA Mohammed Raza
SA Robert Drewelow	

ENGINEERING DEPARTMENT

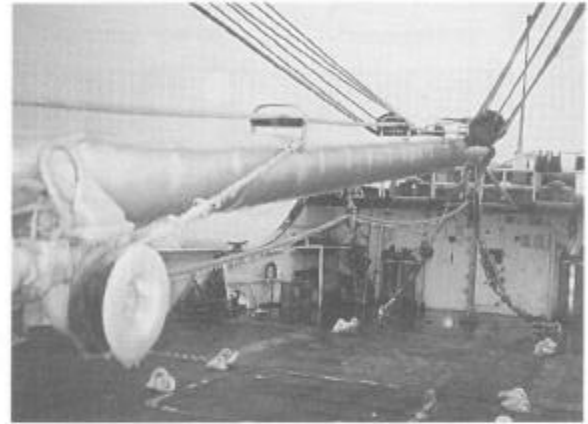
CWO4 Jack Peterson	MKC Robert Van Brunt
MKC Michael Bennett	EMC Michael Pearson
DC1 Christopher VanPelt	MK1 Roy Munsey
MK2 Richard Smith	MK2 William Chisholm
EM2 William Higgins	MK3 Mitchell Girard
MK3 Steven Danis	MK3 Eric Miller
EM3 Steve Pacheco	DC3 Mathew Lubowicki
FN Justin Deforest	FN Matthew Sampson
FA Michael Moyles	



## A PICTURE HISTORY OF SPAR



SPAR ENTERING PORTLAND HARBOR



MAINE WINTERS



ON HER 50<sup>TH</sup> ANNIVERSARY



WINTER NOAA OPERATIONS

## CIRCUMNAVIGATING THE NORTH AMERICAN CONTINENT



OUR HOMES.....

LEFT TO RIGHT: SPAR, BRAMBLE, STORIS AND THE CANADIAN ICEBREAKER LABRADOR TAKE A BREAK DURING THEIR CIRCUMNAVIGATION TRIP



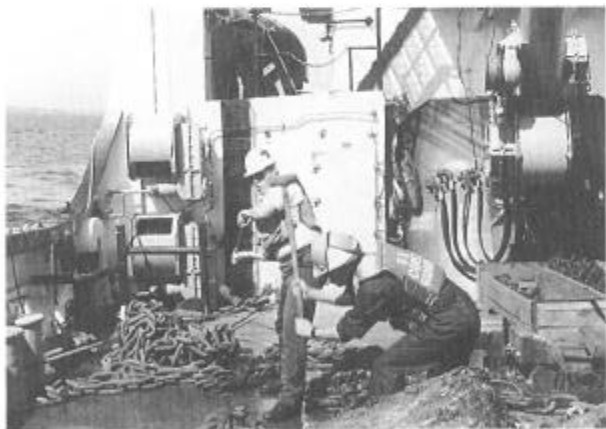
LEFT TO RIGHT: SPAR, BRAMBLE AND STORIS UNDERWAY DURING THEIR CIRCUMNAVIGATION VOYAGE



**HOOKING AND HOISTING**



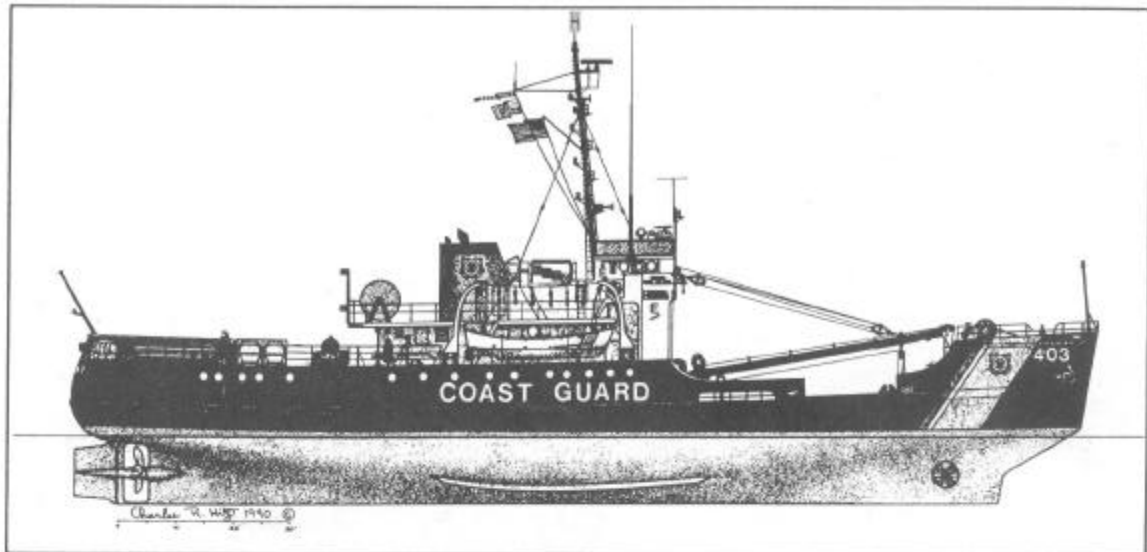
**COMPLETING A LIGHTED SERVICE**



**DOING A "HEAT AND BEAT"**



**TRANSITING NEW YORK HARBOR**



## Ship's characteristics

Length overall	180 feet
Length of design waterline	170 feet
Beam	37 feet
Full load draft	11 feet 8 inches forward 13 feet 3 inches aft
Full load displacement	1004 tons
Propeller and shafting	Five blade steel, single screw
Total horsepower	1200
Maximum cruising speed	12 knots
Economical cruising speed	7.5 knots
Range at maximum speed	4,500 nautical miles
Range at economical cruising speed	13,500 nautical miles
Height above maximum draft waterline:	
Bridge	25 feet
Mast	74 feet

*Drawing used with permission  
from H & H Studios, Seattle,  
Washington*



The crew and command of USCGC SPAR wish everyone "Fair Winds and Following Seas."





## Farewell from the Commanding Officer

It is a privilege to be the Commanding Officer of the United States Coast Guard Cutter SPAR on this, her last operational day in the Coast Guard. SPAR has been assigned a myriad of roles since her commissioning on June 12, 1944 and, fifty-three years later, her tour of duty is complete. Like all ships, SPAR has developed a unique personality that has grown and developed over her life. To help you understand how her crews have felt about her, I would like to share an excerpt with you from the book *Normandie*:

"More than hunks of wood and steel, ships, like human beings, are incredibly complex - especially large ships.

Like human beings, ships are unmistakably individual. No two are exactly alike; not even sister ships.

Like human beings, ships have ancestors, parents, siblings, descendants. They have friends and enemies, yet there are legions of people who are indifferent to them. And, like human beings, they have limited lifetimes. They are conceived and born, they have productive periods of varying lengths, they grow old, they die.

Ships have their own personalities and characters. They are cooperative or obstinate, proud or humble, eccentric or predictable. And, like people, they are also beautiful or ugly or somewhere in between. They're smart or dull, fast or slow. They're worse than average, better than average or outstanding.

They are repositories of hopes - of the designers, the builders, the owners, and the crew. And, like people, sometimes they live up to these hopes, sometimes not.

Ships are also one of humanity's greatest technological achievements. In fact, until the advent of aviation, they were without peer. Ships were invented not once, but many times. Canoes, rowboats, galleys, barges, men-of-war, schooners, clipper ships - each required a separate act of imagination. And in the nineteenth century, when steamships appeared, their size, strength and power made them objects of awe and astonishment.

Ships gave us the ability to explore our planet, to gather food from the seas, to establish colonies on far-flung shores, to trade with distant countries, to do battles far from home and hearth. Even now, in one way or another we depend on them. They are an integral part of our lives. They gave us good reason to be endlessly fascinated with them."

Thank you all for attending this ceremony. I hope this day will be a memorable one, freshening old memories for some and creating new memories for all.

Stephen G. Kinner  
Lieutenant Commander, USCG

SPAR DECOMMISSIONING

FEBRUARY 28, 1997

- 1145 - CGC SPAR CREW MUSTERS ON BUOY DECK
- 1200 - OFFICIAL PARTY ARRIVES/HONORS
- 1203 - NATIONAL ANTHEM
- 1206 - INVOCATION
- 1210 - OFFICIAL PARTY AND DISTINGUISHED GUESTS INTRODUCED
- 1215 - DISTRICT COMMANDER MAKES REMARKS
- 1230 - COMMANDING OFFICER MAKES REMARKS
- 1240 - COMMANDING OFFICER READS THE DECOMMISSIONING ORDERS
- 1245 - EXECUTIVE OFFICER PREPARES SHIP FOR DECOMMISSIONING
- 1315 - COMMANDING OFFICER SECURES THE WATCH/SHIP'S COMPANY LAYS  
ASHORE/EXECUTIVE OFFICER ANNOUNCES EACH CREWMEMBER
- 1330 - EXECUTIVE OFFICER DEPARTS THE SHIP
- 1331 - COMMANDING OFFICER DEPARTS THE SHIP
- 1333 - CEREMONY CONCLUDED
- 1345 - RECEPTION AT THE RUSTY SCUPPER CLUB