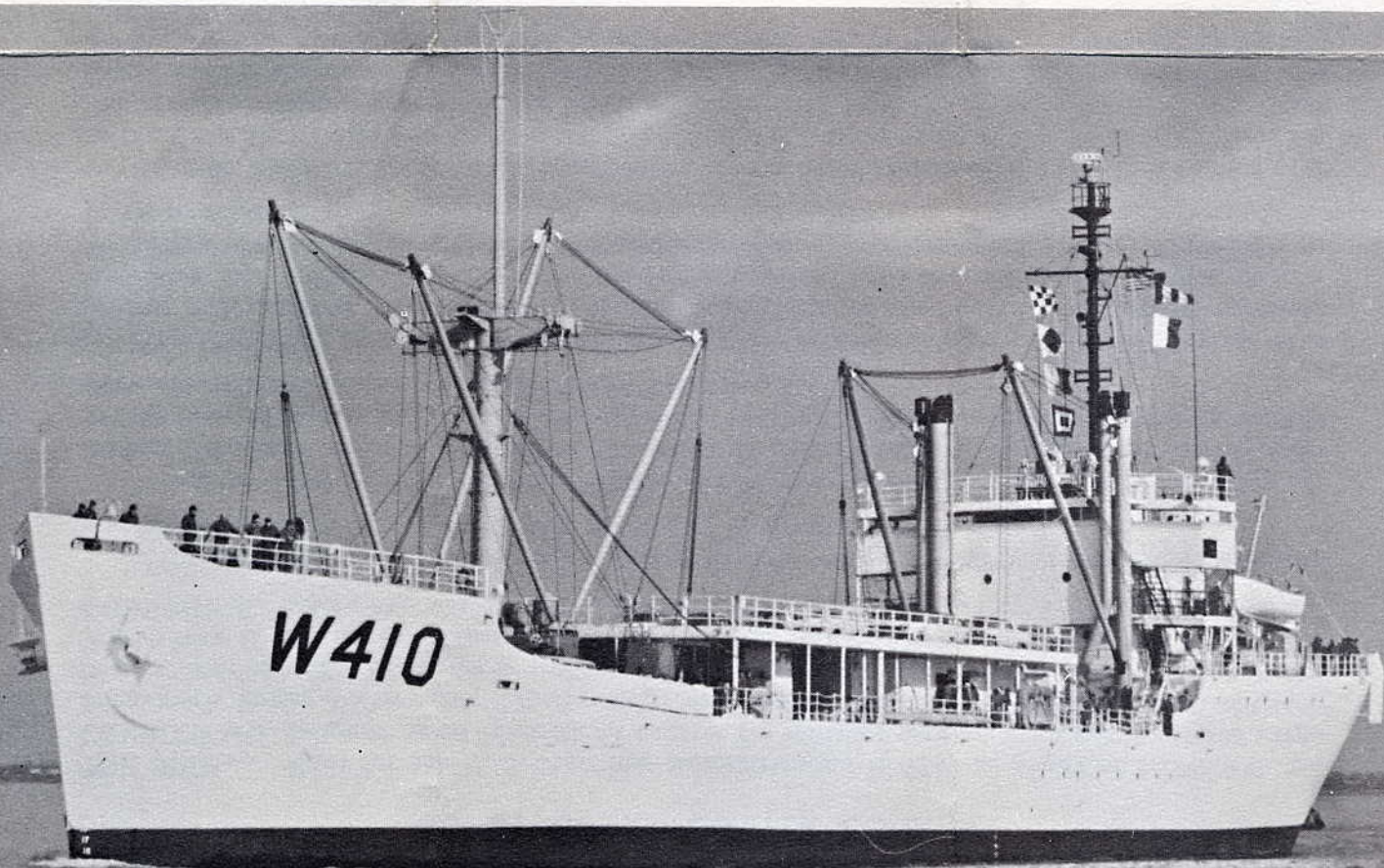


*For more information about the U. S. Coast Guard
see your local Coast Guard recruiter:*



Welcome Aboard . . .

COAST GUARD CUTTER COURIER

THE SHIP . . . Built for the U. S. Maritime Administration in 1945 at a cost of \$2,225,000, the COURIER was designed as an inter-island shuttle for military cargoes. She would receive cargo from much larger Victory and Liberty ships and deliver it to U. S. forces on small outlying islands. But the COURIER never was used in this capacity. By the time she was completed World War II had ended. Papers on board show the COURIER began life as the Motor Ship DODDRIDGE. Before she was commissioned her name was changed to COASTAL MESSENGER.

After completion she was operated — during the late '40s — by both Standard Fruit Steamship Co. and Grace Line Inc., mostly along the coasts to northern South America.

It was on a South American trip that she nearly met disaster. On April 28, 1949, after unloading her cargo, she ran aground at La Salina on Lake Maracaibo, Venezuela. It took 11 days to free her. Although she managed to proceed to the United States under her own power, records show she suffered extensive, though minor, damage.

The COASTAL MESSENGER was taken over by the State Department in 1952 for use as a floating radio station for the Voice of America. She was renamed COURIER, manned by Coast Guardsmen, and modified extensively for her new role. Until 1964 she remained at Rhodes, Greece, her 150,000-watt transmitter broadcasting news, comment and entertainment from the United States to Eastern Europe.

In 1964, after the State Department built a permanent transmitter, the ship was handed over to the Coast Guard and sent back to the Coast Guard's Reserve Training Center at Yorktown, Va. She remained there a year while the service pondered her fate. Then, early in 1965, the Coast Guard decided she would be ideal for use as a floating mobile support base for port security reserve units. The ship was refurbished and, on April 30, 1966, placed back into commission. Her home port remained Yorktown.

MISSION . . . As a reserve training ship, the COURIER spends much of each year visiting ports along the Atlantic and Gulf coasts and on the Great Lakes. At each port Coast Guard reservists come aboard for two weeks of intensive training that will enable them to safeguard U. S. ports in the event of war. During COURIER-based training they use the ship's small boats for patrolling the inner harbor, inspect port facilities for security and safety, and practice handling dangerous cargoes using the COURIER's cargo gear. The ship also provides messing and berthing space for the trainees. The two week training period is designed to simulate the first two weeks of actual mobilization in the event of an emergency.

COURIER STATISTICS . . . The COURIER was built by Froemming Brothers, Inc., Milwaukee, Wis., as a U. S. Maritime Commission type C1-M-AV1 cargo ship. The propulsion system is a six-cylinder, 1,700-horsepower, Nordberg diesel engine directly driving a single propeller. Her maximum speed is 11.5 knots with the propeller turning 180 revolutions per minute. Her tanks hold 123,000 gallons of fresh water and 306,000 gallons of fuel. The JP5 diesel oil she uses costs about 11 cents a gallon. Her cruising range is about 14,500 miles. The vessel is 339 feet long over-all, and has a 50.1-foot beam. Normally she draws 13'6" forward and 14'6" aft. COURIER displaces 8,375 tons and her cargo capacity before conversion was 2,132 tons. Her crew consists of 10 officers and 42 enlisted men, plus another 40 or so trainees. During port security training operations she can berth up to 207 additional enlisted reservists and 18 officers. In these cases personnel must be fed in three shifts.

U. S. COAST GUARD CUTTER COURIER (WTR-410)