

Hurricanes And Each One Of Us!

It would appear that Mother Nature makes a couple of serious attempts each year to kill us using hurricanes and tornados as her weapons of choice. With adequate preparations in advance, we can do a lot to foil her attempts and thus lower her score. "Know your enemy" is a maxim among generals, so let's see what we know about hurricanes.

A hurricane is a type of tropical cyclone, the generic term for a low pressure system that generally forms in the tropics, and goes on a wild rampage with killing effects. A cyclone is accompanied by thunderstorms, and in the Northern Hemisphere a counterclockwise circulation of winds near the earth's surface. All Atlantic and Gulf of Mexico coastal areas are subject to hurricanes or tropical storms. Parts of Southwest United States and the Pacific Coast experience heavy rains and floods each year from hurricanes spawned off Mexico. The Atlantic hurricane season lasts from June to November, with the peak season from mid-august to late October.

Hurricanes can cause catastrophic damage to coastlines and several hundred miles inland with winds in excess of 155 mph. Hurricanes and tropical storms can also spawn tornadoes and microbursts, create storm surges along the coast, and cause extensive damage from heavy rainfall. Hurricanes are classified into five categories (1-5) based on their wind speed, central pressure, and damage potential. Category Three and higher hurricanes are considered major; however, Category One and Two are still extremely dangerous and require your utmost attention.

The Saffir-Simpson Scale classifies hurricanes into five categories according to their intensity, allowing comparisons of past hurricanes and communication of the strength of an approaching storm to the public.

Category 1: Minimal Damage

Winds of 74-95 mph and storm surges of 4-5 feet. No significant wind damage to well-constructed buildings. Some damage is done to poorly constructed signs. Wind damage primarily occurs to mobile homes, shrubbery, trees, foliage. Low lying roads are inundated by storm surge. Minor pier damage occurs.

Category 2: Moderate Damage

Winds of 96-110 mph and storm surge of 6-8 feet. Some roofing material, doors, windows of homes and business are damaged by winds. Considerable wind damage done to mobile homes and vegetation. Low-lying roads are inundated by storm surge. Considerable damage done by storm surge and wave action to piers. Small craft in unprotected anchorages break their moorings.

Category 3: Extensive Damage

Winds of 111-130 mph and storm surges of 9-12 feet. Winds cause structural damage to homes and utility buildings with a minor amount of curtainwall failure. Mobile homes are destroyed. Storm surge destroys many smaller buildings while large buildings are damaged by floating debris. Terrain continuously lower than ten feet above mean sea level is flooded.

Category 4: Extreme Damage

Winds of 131-155 mph and storm surges of 13-18 feet. More extensive curtainwall failures with some complete roof failure on homes. Major damage to lower floors of homes and businesses from storm surge flooding. Terrain continuously lower than 15 feet above mean seal level is flooded.

Category 5: Catastrophic Damage

Winds great than 155 mph and storm surges greater than 18 feet. Complete roof failure of many homes and businesses. Complete structural failure of many small buildings. Major storm surge flooding to areas lower than 20 feet above mean sea level. (Source: National Oceanic and Atmospheric Administration)

= Preparedness =

The degree of preparedness depends on where you are. Even if you may not be in the path of a hurricane, you could still be subject to tornados spawned by the hurricane so it is important to be alert. When a Hurricane Watch is posted: Contact friends/loved ones so they know where you are and conditions so far in your area. Raise the settings on your refrigerator and freezer to the coldest temperature. You could be without electricity for a while. Clean your bath tub thoroughly and fill with water. It wouldn't hurt to have two or three five gallon containers of potable water already at hand. Have several battery-operated lanterns and radio. A propane camp stove (two burner) may come in handy. Lay in sufficient food for at least a week; after the hurricane is past, it may be a while before you can travel on the highways due to fallen trees. You may want to store bags of ice in your freezer. Fill the gas tanks of all your vehicles immediately you receive hurricane warnings in case you have to evacuate. If you do evacuate, contact family/friends and let them know your plans. Leave early! Store important documents in waterproof containers and place in highest possible location. If you have an emergency generator lay in sufficient fuel to keep it going for at least three days, but use it judiciously. When it comes to hurricanes and tornadoes, be as prepared as you can be. We are coming into the most dangerous part of the season.

A Policeman, University Professor, a Gentleman!

A man of many talents came into this world on a spring day in April 1941. It was in Chicago, and Chicago was to be his home most of his life. He graduated from high school in 1959, enlisted in the Naval Reserves and served there from 1960 to 1964, serving in the Naval Reserve Electronics Training Division 9-29, in Evanston, IL.

After his enlistment was up, this 6' 3" Navy-Marine Corps MARS member, Mike, NNN0RDP IL, earned a BA degree in Sociology from Loyola University in 1969, and went on to earn his Masters in Administration Of Justice from Webster University in St Louis, in 1977. Later Mike added an earned PhD degree from Loyola University, Chicago. His thesis was, *Educational Leadership and Policy Studies*.

He joined the faculty of Loyola University in 1977, and has been teaching Criminal Justice there ever since except for the years he lived in San Francisco. Mike has been doing quite a bit of police training for the various state and regional law enforcement authorities, and has taught at the Chicago Police Academy.

Mike became a policeman in the early 1960s. By 1987 he was Chief of Detectives, and this same year he was offered a job in the police department in San Francisco as Director of the OCC, which was part of the Police Commission's investigative branch.

So Mike retired from the Chicago Police Department and moved to San Francisco to take this job in 1987. In 1993 he moved his family back to Chicago, and went to work in the State Attorney's office in the Investigation Bureau - a job he still holds today. In Chicago, and Cook County, the State Attorney is like our District Attorney, with his own Police Department.

Mike, serving in this Police Department, is Supervisor of the Investigations Bureau of this department. Thus he investigates major criminal cases the State Attorney is preparing to prosecute. Without citing specific cases, Mike feels his most rewarding experiences are when his department has a very, very serious case and it seems to be going nowhere because of certain problems there-with; and he and his investigative staff are finally able to make it go and the State's Attorney ends up with a successful prosecution of the case.

The experiences Mike has been through would fill a book and some of those would be quite exciting reading. Though Mike has never fired his weapon at anyone, he has been fired at in the line of duty---and was missed!

Another side of Mike, apart from his being a university

professor, a police investigator and a Navy-Marine Corps MARS member, is a big passion for collecting old time radios. He has collected, over time, a large number of such radios, and has given away a great many of them. There are shows for those who enjoy this hobby and Mike attends, when he can, old time radio shows.

He is also into model railroading, In this hobby he has been able to collect a number of old pieces of equipment and has trains that have been restored back into good working order. Another part of model railroading is building the layout for the trains to run, and here is an opportunity for great craftsmanship and artistic creations. For a man who deals with serious crime, these hobbies and his participation in Navy-Marine Corps MARS help take him away, for a time, from the seamy side, the deadly encounters and the demanding deadlines that are part of his job. These activities and his dedication to his Lutheran Church are what enable him to relax and unwind and keep a proper and healthy perspective. There are those who cannot do this, and they end up damaging their health and destroying their marriage. But not Mike. Thankfully, he is wise enough to grasp the meaning of a balanced work-life and after-work life, and the quality time he needs to spend with his dear wife. There is genius and consummate skill in the successful balancing he is able to do.

Mike came into amateur radio in January 1980. His call sign was KA9HNI. He got his Advanced license in 1997 and his new the call sign was, and is, KG9KR. He came into Navy-Marine Corps MARS in 1991, while living in California, and was given the call sign NNN0RDP. For some time now he has been serving as NNN0AS5 EIGHT, as NECOS for his state net, IL, and is a member of a SAT for Illinois North

Mike is a Shriner, and a Masonic member. He is Treasurer of the Northwest Suburban Shrine Club, and of the Medinah Police Unit, and the Medinah Big Wheels, a parade unit. The Big Wheels are those turn of the century old time bicycles with the huge wheel in front the the small wheel in back, and are used in parades. When asked if he rides a big wheel Mike said "no!"

To say the least one can see that he is a very busy man! In addition to the above, he is President-elect of the Lake Michigan Chapter (#289) of the National Sojourners, a Masonic Military Organization. To be a member, one has to have served in the military.

Mike is married and has two daughters, a granddaughter 11 and a grandson 8. His long marriage to his dear wife is testimony to the devotion he brings to this union. It is refreshing to know a man who is busy, quite busy, and is a very good steward of his time, and who gives of himself to the community as well as he does to his work. A great man is Mike, NNN0RDP IL.

A World Traveler and Skillful Communicator

Some of you may have wished at times that you would love to travel around and see a lot of the world. As a matter of fact, some of you have. Others of you would like to travel to foreign countries and see places you've only read about, but the opportunity to do so has not presented itself. And some are simply content to stay in the good ole USA and confine what travels are done to scenic and exciting places here at home.

Bob, NNN0ULK WI, is a world traveler. He began life in Brooklyn NY on 21 Feb 1928, and six months later was taken to Milwaukee, WI where he grew up and has lived ever since. So he began his travels at an early age! After graduating from high school in 1946, he attended Winona State Teachers College, Winona MN and in September 1950, enlisted in the US Navy, and became a Radioman. He went through the Amphibious School in San Diego to become an assault boat Coxswain, probably the only Radioman in the Navy at that time with this distinction..

While at the Amphibious School, and since he held a commercial radio telephone operator's license, Bob was assigned to a sea-going tug while the Navy was helping in the making the movie, *The Fighting Coast Guard* at the Amphibious Base at North Island. While the movie was being made, Bob helped with some of the minor coordination of the movie.

From the tug, Bob was assigned to an APA as a Radioman and spent most of his time there. Though he was not a CPO, he had the rating of one, and when a Chief was needed to be an observer on the shakedown cruise of the USS Valley Forge and one was not available, Bob was asked to fill in on this TAD assignment. We discussed some of the radio gear we had used as radio operators: RAK, RAL, TRF and TBL units. In Bob's time on the APA he went from copying fox on a mil (typewriter) to using Model 15 and Model 19 Teletypes. What an improvement that was!

After his enlistment in the Navy was up in June 1954, Bob attended the University of Wisconsin. Afterward he was, for a while, a traveling salesman. Then we went to work in the Milwaukee County Sheriff's Department in communications. He has been involved in emergency management, teaching it and teaching communications. He belongs to the Associated Public Safety Communications Officers, an international professional group of radio communicators.

Around 1956 Bob became an amateur radio operator and his call sign was/is K9KJT. He is still active in amateur radio contacts. In September 1963, Bob became a member

of Navy-Marine Corps MARS. Thus he has 43 years in as a MARS operator. He was appointed NNN0GCE THREE in 1993. During the Alaskan earthquake on Good Friday in March 1964 Bob was among other MARS operators who handled quite a bit of emergency communications traffic coming out of Alaska.

Over the years Bob has received a number of awards. The one he prizes most came in October 2001 when he was selected as the Communicator Of The Year, 2000. This was in the old Region Four.

Though he has been retired for fourteen years, he is still working for the same people he worked for before retirement. Today he maintains, and operates, for Emergency Management, Homeland Security, their Emergency Communications Vehicle. This vehicle has 26 antennas on the roof and has a lot of high priced communications equipment on board with multi-purpose communications capabilities. In 2005 when President Bush was in the area giving the commencement speech at Concordia University, this emergency communications vehicle was used to patch together the various law enforcement agencies attending the President, so that all agencies could communicate with each other, through this vehicle, for ten hours.

Bob and his dear sweet wife have been married going on 52 years. They have five children and seven grandchildren.

Since retirement, under the auspices of the Associated Public Safety Communications Officers International, which sponsors People-to-People tours, Bob has traveled to China, to Europe many times, to Russia, the Balkans and South America. He has traveled up the headwaters of the Amazon River. While Bob and His wife were on this trip up the Amazon, his wife fished from the boat, using a stick, a string, a pin and a piece of chicken and she caught a piranha! He said it was good eating but there was not much meat. (It is probably mostly razor-sharp teeth!)

This dedicated Wisconsin Navy-Marine Corps MARS member has served remarkably well in communications in the US Navy and as a communicator for law enforcement agencies. He is a world traveler and he has many stories that we hope he will share with our readers in days to come. Well done, Bob, NNN0ULK!

The **Central Area Newsletter** is published for the enjoyment and edification of Navy-Marine Corps MARS members. The contents **do not** reflect official Navy positions. EDITOR: Ben NNN0JQC/ NNN0ASG EIGHT. 3301 Shannon Rd, Albany, GA 31721-1541. E-Mail: nnn0jqc@navymars.org. Central Area Director NNN0ASG IL: ITC (SW/AW) Michael Jeffries, USN. Assistant to the Central Area Director: Dave NNN0ASG ONE MI. Director Region Four: Curtis NNN0AS4 GA. Director Region Five: Tim NNN0AS5 MN. **This is your Newsletter.** In order to keep it going your input is needed and encouraged.

Prowords and Protocol

“Mike,” NNN0AS4 FOUR

You all know what B&B stands for (Bed and Breakfast). How many know what P&P stands for? Prowords and Protocol: Mandatory for the correct and



smooth operation of a net. We all need guidelines so we can carry out our responsibilities in the most efficient, orderly and successful manner. Just as the mariner needs his sextant, chart, chronometer and compass to guide him on his way, we, too, need our NTP-8 (D) and our Region Ops Guide to enable us to carry out our Navy-Marine Corps MARS operations in the most correct way.

Sometimes it's amusing; sometimes. At other times I just shake my head in bewilderment. I know many - probably most - of you do the same! How many times do you hear a NECOS give instructions to a member and end his statement with “OUT?” The member answers either “ROGER” or “WILCO. OUT.” What is the member rogering? Why is he telling the NECOS he will comply? The NECOS did NOT ask for a reply when he said “OUT.” There is a very simple answer to that example: the member was **not** listening! Please, remember it is just as important to **listen** as it is to **speak**!

There are four very important prowords that we all must use: THIS IS, ROGER, OVER and OUT. When used properly, time is saved, and confusion and “chat-

ter” avoided. Do you hear people just keep saying “over” and “over” and wonder who is finally going to close the conversation?

When I first started in NAVMARS, I was told a story. It seems a girl and boy were on their first date and had a very nice evening, and the boy walked the girl home. The girl didn't want to say good night, so they decided she would walk him home. Again, he couldn't say good night so he turned around and walked her home. This went on for hours. The moral of the story: when you don't know when to quit, the originator of the conversation closes it. Makes it very simple - you open the conversation, you close it!

In one of my articles I mentioned that a traffic report to the NECOS may include permission to secure, etc. I should have pursued this further with a little reminder. The NECOS acknowledges the check in and should make a note: “member wishes to secure at...” After all have checked in, the member is called and permission is then granted (or member may be requested to stand by if traffic is to be passed to the net). In addition to this, each member should have also made a note of the action. How many times have you heard that station called after the member has secured? Again, not only listen, but pay attention! That goes for members as well as NECOS. Use your log, stay alert!

Training assistants spend a lot of time and effort getting lesson plans together, studying the NTP-8 (D) and the Region Operations Guide in their efforts to keep every member up-to-date. Why, after all this info is sent out to all members, and on-air training is given as well, that somehow there are a few of us who never seem to get organized? Why is it we never seem to have the information at our finger-tips? We still use the wrong proword, and we forget how to pass a multi addess message. (Oh yes, I have to include me, but I call it a “senior moment”). How many times has your training officer mentioned that “please” and “thank you” are not said on a directed net. I know it is difficult, we were all brought up to be courteous and say please and thank you. And we should, but NOT on a directed MARS NET.

I bet if I personally asked each training assistant if what I have written happens in his/her state, the answer would be an unequivocal **YES**. These training officers do not receive many BZs, just platitudes, and questions. Their pay is hearing correct protocol and prowords on a net. You want to make them smile, use the following prowords correctly: OVER, and OUT.

With that, I wish you all the best and hope to see you at the Conference. If you haven't make your reservation yet, do so before the deadline, which is July 15. OUT!

Central Area Conference Report

Great Lakes, IL, 16-17 June 2006

By Michael, NNN0RDP IL and Erik, NNN0HJE IL

The Central Area conference was held over the weekend of June 16th-17th at the Great Lakes Naval Training Center. Many of the participants met for an evening of dinner and fellowship on Friday evening prior to tackling the rigorous tasks of the following day.

On Saturday morning, the troops gathered early at the Port of Call Conference Center for coffee, juice and rolls. After a brief introduction of those attending, we got down to business. Following is a summation of the proceedings:

0815-0915 Outlook on the Navy MARS Program
Bo, NNN0ASA

The number of frequencies requested for use has been reduced overall to lower annual costs with FCC and maximize USA utility for MARS. We still need to evaluate frequencies for use and where authorized with goal to maximize the number of frequencies to be available. Make sure to request all frequency usage, even if extending Nets, where appropriate. We are now down to 195 for Navy MARS with 103 authorized throughout USA. MDS Messages don't transfer automatically between services and we need to keep this in mind. For tri-service message addressing we might need to separate service messages for the same basic text, using three ZEN for other services, to ensure delivery and to prevent dead-ends or mis-addressing. All three services are working on standardizing EEI, Message format, Net Script and Operations for more seamless interoperability. Chief positions in other services are now filled and will now start working together. MARS-ALE development continues including other operating systems (Linux, MAC, etc.) but primary focus has been on MS Windows. Others will come later. 10 Frequencies now authorized nationwide: KBL, KCN, KEE, KHB, KIB, KLG, KLK, KME, KSK, SKM. Need to keep day vs. night in mind. Details for MARS-ALE available through MARS websites. Need to request "License" file and go through chain of command. Represents the future state for MARS. NTIA compliance is not the end for equipment. Just need to fall within power limits and +/- 20kHz using our most spectrum-conserving means. Suggest stations learn how to zero-beat WWV (5, 10, 15, 20 MHz) to know how to dial operate. Corrections for drift may need to be applied. "Warming up" equipment to stabilize is advised.

0915-0945 Joint Service Interoperability
Bill, NNN0TAK

Bill explained the manner in which the three MARS services cooperate with each other in the State of Florida. This is an excellent example of tri-service interoperability Nets. The system being used may actually be a model for others states. Florida is in "Hurricane Alley" and it is very important for them. The details and extent of the interoperability seemed to be a model and was impressive.

0945-1015 MARS Repeaters
Karl, NNN0ASG SEVEN

The VHF Frequencies vary by location with only the 148.375/148.975 pair being universal. Other services are migrating to common VHF frequencies. Use of the repeater OUTPUT frequency is authorized for all modes including SSB. Consider that for simplex and local use. Use of SSB conserves bandwidth vs. FM. Keep in mind. Repeaters are expensive to establish and maintain and need to keep in mind. Use in densely populated areas could be useful.

1030-1100 MARS MDS/ECOM Central Area
Dave, NNN0ASG ONE

We might want to review "most common mistakes" on State Nets to reinforce MDS message addressing and formatting. The program can only account for so many and the need for training was emphasized.

1100-1130 Region Five
Tim, NNN0AS5

Tim described how to work with the Directors and what he expects. Working communications through chain-of-command and ensuring "No Surprises" is essential. Use the established means. Make sure the State positions are updated with the Region Director. Encourage all members to look into NIMS Courses through FEMA. They are online and are free to ALL. Completion would greatly help with Emergency Communications and might gain admission, with MARS License, to an EOC or other Center in an Emergency. He also encourage all to look at/take the new Staff Member Course. The content is good for everyone in MARS.

1330-1400 Region Five ECOM
Russ, NNN0ASG TWO

A critique of the preceding exercise and problems encountered was discussed. It was a "Designed to Fail" exercise, but meant to test reliability: content, reliability, and time were measured. The need to do continual training was emphasized especially with mixed groups (numbers, letters) that don't have context to correct. There was no "correction" means other than initial transmission. States can contact Russ for a "score" that was based on the message, as received, versus the one transmitted. The results will not generally be made available.

1400-1500 State Directors (or designate) Reports

The banquet took place at 1800 hours. After a great dinner, Bo, NNN0ASA, thanked all of the members who attended and turned over the presentation of awards to Chief Jeffries.. The Chief then thanked everyone who attended and made presentations to the attendees.

Ernie, NNN0TWT: You may recall that the Space Shuttle was successfully launched for a voyage to the International Space Station on the Fourth of July. The AF MARS Worldwide Space Support Net (WSSN) had a very good turnout during the launch with **many** stations, including Air Force, Army and Navy-Marine Corps MARS members checking in from locations throughout CONUS. **Ernie, NNN0TWT** was asked to broadcast the live audio countdown during the actual liftoff, and he did so admirably. ---Sal, AFF2FL

Once a reporter was covering a coal-mine disaster, and he filed a story that began: "God looked at the grief today in this little West Virginia mining town, and he wept." The city editor wired back: "Forget the mine cave-in. Interview God."

Someone writing in the *Journal of Systems Management* wrote: "Perhaps hell is nothing more than an enormous conference of those who, with little or nothing to say, take an eternity to say it." (Ah, it is MUCH more than that!)

A man received a letter at his Washington, D.C., home ad-

dressed only with his name, the name of the relatively obscure apartment building in which he lives and the city. Written boldly across the envelope was this post-office comment: "No address! No ZIP code! Are we good or are we good?" Years ago a man mailed a letter to his friend in a distant city, using only the latitude and longitude for his address. His friend received the letter! Don't try it today, though!

This was used as a test: You are driving along on a wild, stormy night. You pass by a bus stop, where you see three people waiting. They are: An elderly woman who is about to die; an old friend who once saved your life; and the perfect mate you've been dreaming about. Who would you choose, knowing there could only be one passenger in your car? Should you save the elderly woman, or take the old friend because he once saved your life? As for the perfect mate, you may never see her again.

This test was given to 200 applicants for a single job. The one who was hired responded: "I would give the car keys to my friend and let him take the elderly woman to the hospital. Then I would stay behind and wait for the bus with the woman of my dreams."

The Power Of The Chief Petty Officer

As a crowded airliner is about to take-off, the peace is suddenly shattered by a five-year-old boy who picks that moment to throw a wild temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him.

Suddenly, from the rear of the plane, an older man in the uniform of a US Navy Chief Petty Officer, begins to make his way up the aisle. Stopping the frustrated mother's upraised hand, the white-haired, courtly, soft-spoken Chief leans down and, motioning toward his collar, whispers something into the boy's ear.

Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause. As the Chief slowly makes his way back to his seat, one of the cabin attendants touches his sleeve. "Excuse me, Chief," she asks quietly, "Could I ask you what magic words you used on that little boy?"

The Chief smiled serenely and gently confides, "I showed him my anchors, service stripes, and battle ribbons, and then explained to him that they entitled me to throw one passenger out of the plane."

The Retired Chief: The old Chief finally retired from the Navy and got that chicken ranch he always wanted. He took with him a pet parrot he had had for many years. On the first morning at 0430, the parrot squeaked and said, "Reveille, reveille!" The Chief told the parrot, "We are no longer in the Navy. Go back to sleep!"

The next morning the parrot did the same thing. The old Chief told the parrot, "Look, if you keep this up, I will put you out in the chicken house."

The very next morning the parrot did the very same thing, and, true to his word, the Chief took the parrot out and put it in the chicken house.

At about 0630 the following morning, the Chief was awakened by one heck of a ruckus in the chicken house. He got out of bed, got dressed and went outside to see what was going on. When he walked out to the chicken house, he saw that the parrot had about 40 white chickens in formation in front of the chicken house and on the ground lay 3 bruised and beaten brown chickens. The parrot was saying, "When I say fall out in dress whites, I don't mean khakis!"

--- From the **Bridge**, NNE

Sir Winston Churchill, British Prime

Minister, became an ardent admirer of the U. S. Marine Corps. In the company of guests of state, he often demonstrated his respect for U. S. Marines by reciting, from memory, all three verses of the Marine Hymn. ---from *The Bridge*, Northeast Area

Saepe Expertus, Semper Fidelis, Fratres Aeterni: "Often Tested, Always faithful, brothers forever." ---Ibid

The USCG Cutter EAGLE is a link with the past sailing into the future with more style and grace and more students than ever before. For a great many years she has been training Coast Guard Academy cadets and officer candidates the way of the sea. Her early history began in Hamburg, Germany, and spans both sides of the Atlantic. She was built in 1936 by Blohm and Voss and was utilized as a training ship by the German Navy. She mainly made cargo runs across the Baltic Sea during World War II. Lucky to have survived the carnage of the conflict, she was saved by the Coast Guard in the aftermath and spruced up for an ocean voyage. Commissioned the EAGLE on 15 May 1946, she was sailed from Bremerhaven to New London Connecticut, to begin a career of teaching young American seafarers. For the German sailors aboard who assisted with the crossing, there was the consolation that this "war prize" would be given a new lease on life in America and not consigned to the scrap heap. But could any of them have imagined that the tall ship would be going stronger than ever sixty years later, having sailed into the 21 century?

The EAGLE keeps on going. She has sailed untold thousands of miles and trained many thousands of Coast Guard Academy cadets and officer candidates. Thanks to her fine design, sturdy construction and continuous maintenance she has stood up to the test of time in fine fashion. The traditional education she provides at sea is of great value. Aspiring mariners are afforded the opportunity to learn by doing, in the open elements, as generations of sailors had done for hundreds of years. One quickly gains an understanding that the sea can be powerful and dangerous, and is deserving of respect. There is the realization that seamanship, teamwork and leadership are absolute necessities to a safe and successful voyage.

Statistics about the EAGLE: Length: 295 feet. Beam: 39.1 feet. Displacement: 1816 tons (fully loaded). Sail area: 21,350 square feet. Height of Foremast and Mainmast: 147.3 feet. Height of Mizzenmast: 132 feet. Speed under sail: Up to 16 knots. Auxiliary propulsion: Diesel engine 1000 shaft horsepower. Speed under power: 10 knots. Crew: 12 officers, 38 enlisted instructors and up to 150 students. (I've been aboard the EAGLE and had a wonderful tour throughout her, and was so thankful that I didn't have to climb any of her masts!) This article was provided by Harry, NNN0QAM, Region One.