

# FOREWORD

The past year for which this book represents has been a segment of time which most of us will not forget. It has passed marked with anticipation, hard work, enjoyment, good fellowship, trial and error, and triumph.

For many of us, we mark the beginning of the JARVIS at Pre-Commissioning Detail which began at Building 86 at Ford Island, Hawaii. We met new shipmates and began the tedious assignment of putting together the "paper empire" that would soon serve as the "backbone" of the ship. We schooled, trained, and organized, and before we knew it, we were enroute to New Orleans where we found what was to be our proud home for sometime to come, The USCGC JARVIS (WHEC-725). She was new, and a beauty she was, and she was ours if we could handle her.

The JARVIS was Pre-Commissioned in New Orleans on 17 January 1972 and a few days later sailed down the Mississippi bound for Baltimore, MD., where an extensive re-outfitting period began. After almost three months of bleak winter months and many trying times in the Coast Guard Yard, the JARVIS again "set sail", but this time, homeward bound. Inasmuch as plans had been made to make ports of call in Aruba and other fascinating and exotic places the JARVIS was called to perform its first search and rescue mission. As expected the mission was a success. The JARVIS towed the M/V COMPRIMISE into Panama after which it had lost power and in danger of capsizing. All the training and organization had paid off, the first time!!!

With the JARVIS in her own ocean (the Pacific) for the first time and a brief stop in San Diego for repairs and re-fueling, we again put to sea for Honolulu, arriving late April. After the many months absent from families and loved ones, it was a welcome landing.

The months that followed were dotted with many "growing pains", shutdown training at Pearl Harbor, first helicopter operations, several search and rescue calls and then our first assignment. Ocean Station November, midway between San Francisco and Honolulu was the scene of JARVIS activities for 21 days. The JARVIS "serviced" about 2700 aircraft during that brief stay.

The end of August brought a new assignment, Alaska Patrol. During that patrol the JARVIS's mission was to provide for law enforcement, fisheries surveillance, and ocean study along the Alutians and in the Bering Sea. Toward the end of the patrol, the JARVIS grounded while at anchor in Dutch Harbor during a fierce Arctic storm. Again, but in even greater magnitude, the crew pulled together to save the JARVIS from possible loss by tremendous spirit, fortitude, and know how. Even though the ship had lost all power and the engineroom had flooded, the ship was saved. The JARVIS steamed to Honolulu under her own power after temporary repairs had been effected in Dutch Harbor, arriving in Honolulu in early December.

The adventures that we experienced during the first year will always be remembered reminding us in part of the trials and tribulations that Capt. David Jarvis experienced in his Alaska crossing to save the marooned whalers. The moments of boredom, the times of excitement, the absolute sense of accomplishment surrounded us all during "The First Year". It is with this book that we hope to relive those memories.

THE EDITOR