

chronicle

The Coast Guard Cutter *SOUTHWIND* was originally commissioned on July 19, 1944, in San Pedro, California, as the ultimate in modern icebreaker design. She was a wind class breaker and joined her sister ships *NORTHWIND*, *EASTWIND* and *WESTWIND* in the Coast Guard's war-time fleet.

Bristling with guns and with special camouflage paint covering her Coast Guard white, *SOUTHWIND* was assigned duties in the frigid waters of the Arctic escorting supply ships to our northern outposts, doing reconnaissance and gleaming vital weather information.

In March, 1945 and at the request of the U.S.S.R., *SOUTHWIND* was sent to Russia under the lend lease program. The Russians renamed the ship Admiral Makarev after the famous Russian mariner and architect who is recognized as the father of the modern icebreaker.

The ship operated under the red flag for nearly five years along the sea routes of northern Russia and in both eastern and western Arctic areas. In the summer of 1950, the vessel was returned to the United States and was taken over by the U.S. Navy at Yokosuka, Japan. After two months of emergency repairs in Japan, the Navy sailed the ship to Boston which was to be her home port for the next 16 years. The Navy renamed the ship the U.S.S. *ATKA* after a small island in the Aleutian Chain, and she began a long series of distinguished missions under Navy control.

One by one the Navy icebreakers were transferred to the Coast Guard, and in late 1966 the U.S.S. *ATKA* became the USCGC *ATKA*. Her new Coast Guard crew sailed the ship from Boston to her new home port in Baltimore, Maryland. In 1967, the cutter was renamed *SOUTHWIND*, completing a remarkable historical cycle. So after more than twenty years, three name changes, and a career of honor under both the flag of Soviet Russia and the pennant of the U.S. Navy, the *SOUTHWIND* returned to her Coast Guard home. This is the story of the *SOUTHWIND* in the lee of Antarctica and of her seven month journey on the oceans of the world.

