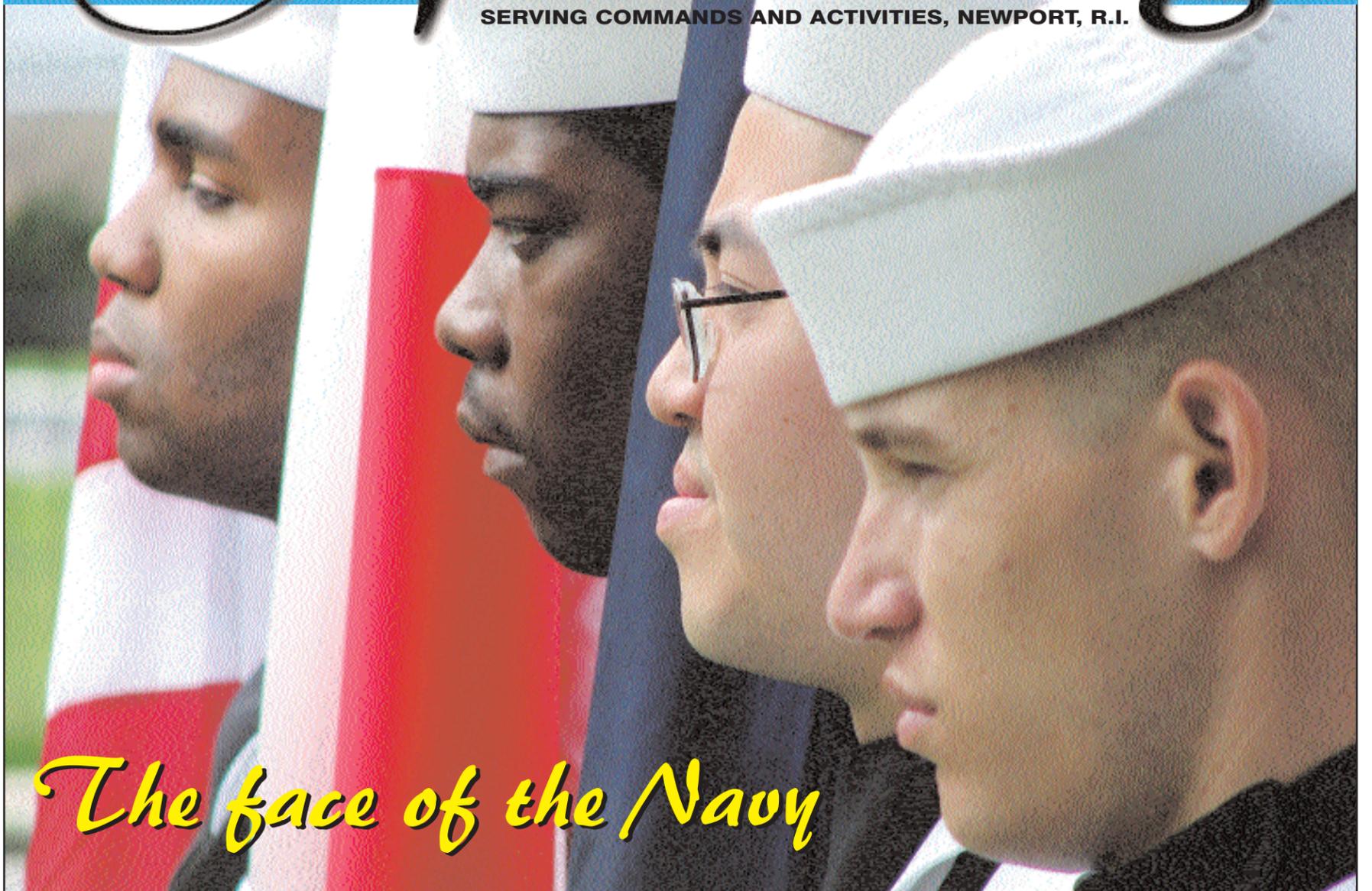


The Newport Navalog

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The face of the Navy

Naval War College color guard detail, from left, Petty Officers Desmond Johnson, Lamont Thompson, Martin Tse and Lawrence Herman listen to speeches at the opening ceremonies of the 24th annual Black Ships Festival last Friday morning at Touro Park, Newport. The festival commemorates the opening of trade relations between the U.S. and Japan, facilitated by Navy Commodore Matthew C. Perry, in 1854. Story, Pages 10-11.

R.K. Alexander/U.S. Navy photo



NUWC readies change of helm

The Naval Undersea Warfare Center plans change of command ceremonies next week.

— Page 2



Military joins Swim the Bay

Several Navy swimmers join the annual Save the Bay Swim across Narragansett Bay last Saturday.

— Page 3



Harry Potter casts a spell

Harry Potter Extravaganza draws a crowd of kids to the Harbor Island Conference Center for bit of wizardry.

— Page 14





Navy Newport history

Juniper feels at home in Narragansett Bay

EDITOR'S NOTE: This is another in an occasional series on the history of the Navy in Newport. Today we focus on the Coast Guard cutter Juniper, a buoy tender among three berthed at Pier 2.

By LT. CMDR. R. WESTER
Commanding Officer, cutter Juniper

The Coast Guard cutter Juniper (WLB 201) is the lead ship of 16 buoy tenders that comprise the Coast Guard's new seagoing buoy tender class, but its roots go back more than 100 years. It is berthed at Naval Station Newport's Pier 2.

Its namesake, the first Juniper, was commissioned into the U. S. Lighthouse Service back in 1903. The U.S. Lighthouse Service (USLHS) was its own uniformed service completely separate from the Coast Guard, which up until 1915 was the Revenue Cutter Service.

Juniper, homeported in Baltimore, was responsible for resupplying lighthouses and maintaining navigational buoys in the Chesapeake Bay up until its decommissioning in 1932. While comparatively small at 95 feet long and 125 tons, Juniper was of solid construction and served as a civilian cargo vessel out of Norfolk up until 1979.

In the late 1930s, the USLHS designed the second Juniper which was to be the lead ship for its newest class of 177 foot buoy tenders. When the USLHS merged with the Coast



Members of the deck crew of the Coast Guard cutter Juniper, homeported at Naval Station Newport's Pier 2, perform maintenance on a buoy before returning it to sea in the Sandy Hook Channel last winter.

PA3 Annie R. Berlin, Coast Guard photo

Guard in 1939, the Coast Guard decided to build the Juniper as a one of a kind vessel and redesign of a new class of buoy tenders that were capable of other missions such as search and rescue and ice-breaking.

The advances made from the 180 foot vintage seagoing buoy tenders to the current Juniper class are all encompassing. The current Juniper is much larger at 225 feet, and was the first cutter to fully leverage and implement many technological advances such as electronic charting, position keeping, and remote engineering monitoring and control. Juniper is also designed to skim and recover oil in the event of an oil spill.

Upon commissioning on July 5, 1996, Juniper took over responsibility for buoys that had been worked by aging buoy tenders in New York City, Woods Hole and New London, Conn.

Days later, Juniper responded

to the crash of TWA Flight 800 off Long Island, performing extended search and recovery missions. In the coming years, Juniper would also respond to the EgyptAir crash south of Nantucket as well as to the 9/11 terrorist attacks in New York City.

The Coast Guard comes to Newport....

Juniper was launched in Wisconsin in June 1995. After initial plans to homeport the cutter in New London were cancelled, the Coast Guard announced in May 1996 that Juniper and the 175 foot coastal buoy tender Ida Lewis (WLM 501) would both be stationed on Naval Station Newport.

A press release from Coast Guard headquarters, said "The NETC Newport sight (sic) offers excellent logistics, maintenance and personnel support facilities." Juniper was brought around via the St. Lawrence Seaway and arrived at its current homeport here at

Pier 2 in June 1996. Ida Lewis arrived that fall.

Former Sen. Claiborne Pell, D-R.I., agreed with the Coast Guard plan during the launching ceremony for Ida Lewis in 1995.

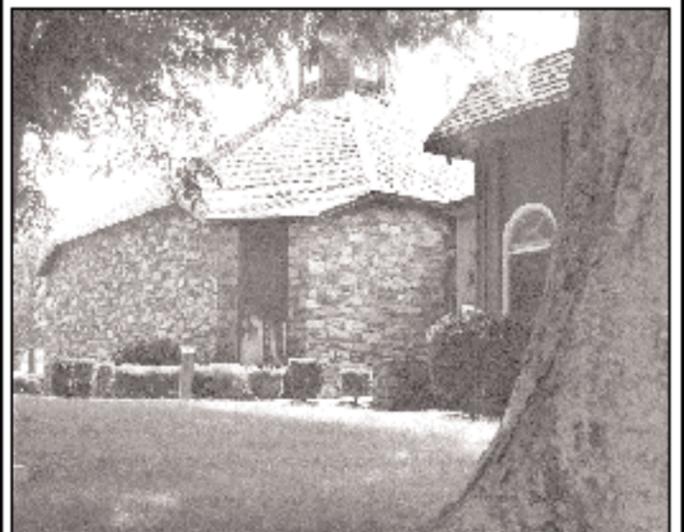
"For many years I have advocated a greater use of Narragansett Bay by the Coast Guard. I am delighted, indeed, that this plan is being implemented." Cutter Willow, second in the new Seagoing class, would join Juniper and Ida Lewis on Pier 2 in 1997.

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