



The Cutter

The Newsletter of the Foundation for Coast Guard History
28 Osprey Dr.
Newsletter 34, fall 2011 Gales Ferry, CT 06335

Bill of Lading

The Wardroom

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From the Chairman

By Jim Hull, VADM USCG (ret.)

I hope this edition of the *Cutter* finds you all in good spirits as we head into the holiday season. It has been a very full year with many accomplishments, which our executive director, Gary Thomas, addresses in his column. As a voluntary organization, we sometimes do not complete our objectives as fast as we would like, but the main measure of success is: are we going forward in a positive way? To that question I can respond with a resounding: Yes! Next year we hope to have even more to show in terms of progress in the preservation of Coast Guard history.

I like to bring up items of historical significance in my columns, and this time is no different. Here are some items of interest from the obituary of retired Captain Henry Keene, Jr., who recently died in Anchorage, Alaska, at the "young" age of 91.

He was raised in the suburbs of Washington, D.C., and graduated from Bethesda-Chevy Chase High School in Bethesda, MD, in 1937. He entered the U.S. Coast Guard Academy in New London, CT, in 1938, and graduated at the top of his class in December 1941, 19 days after the Japanese attack on Pearl Harbor. He then served 26 years in the Coast Guard.

Keene started off with a bang in the North Atlantic. He served on ships assigned to escort and protect convoys of supply ships that were being attacked by German submarines. According to an account by Michael W. Walling, on February 7, 1943, then-LT Keene's ship, the U.S. Coast Guard Cutter *Bibb*, was alternately rescuing men from a torpedoed troopship, running off to fight the German submarines, then returning to pick up more survivors.

The ship S.S. *Henry R. Mallory*, with 495 troops from various armed services aboard, had been struck at 3:58 a.m. that morning. It was almost four hours later when the *Bibb*, commanded by CAPT Roy Raney, responded to the scene after a lookout saw a red flare fired from one of the lifeboats.

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Nomenclature regarding content

Bill of Lading – Traditional meaning: the basic document of a cargo-conveying sea vessel, showing receipt of the goods carried. In the *Cutter*: Table of Contents.

Main Prop – Traditional meaning: short for main propulsion -- under sail or steam, this is the primary means of making the ship go. In the *Cutter*: feature articles.

The Wardroom – Traditional meaning: the space where necessary ship's business might be conducted. In the *Cutter*: FCGH affairs.

Speakings – Traditional meaning: in the days of sail, with no long-range communications, ships passing would "speak" each other, exchanging port info and news from shore. In the *Cutter*: passages and transitions -- of ships, the "Ancients," and people.

Memorials – Traditional meaning: a statement of facts addressed to the government, usually accompanied by a petition or remonstrance. In the *Cutter*: updated news on maritime museums and memorials – usually accompanied by a petition for support!

The Message Board – Traditional meaning: on naval ships, paper copies of message traffic were routed for the eyes of those with a need to know. In the *Cutter*: reprints of relevant CG messages.

In the Offing -- Traditional meaning: this referred to coming over the horizon from the deep sea to approach the land. In the *Cutter*: notices of upcoming events.

Off-Duty -- Traditional meaning: not on watch; time to relax. In the *Cutter*: book and movie reviews and recommendations.

Baggywrinkle -- Traditional meaning: bits and pieces of old line gathered together to fill a spot where gear might otherwise chafe. In the *Cutter*: interesting historical oddments used as filler.

Note on Baggywrinkle - Except as otherwise identified, all items of Baggywrinkle are from "Some Unusual Incidents in Coast Guard History," Historical Section, Public Information Division, CGHQ, 1950

Many aboard the *Mallory*, mostly U.S. Marines, had been killed by the torpedo blast. Others were drowned, dragged under by their sinking ship. Many more died of exposure during the night and early-morning hours. Among the survivors, those taken from three lifeboats were in good or excellent shape.

The sea was so rough that survivors in their tiny rafts and boats would one moment be pitched so high they could look down on the *Bibb's* bridge, then so low they could look up and see the ship's belly. *Bibb's* crew saved 202 of the *Mallory's* 230 survivors, Walling wrote.

The strangest survivor, number 203 for the *Bibb*, was a mongrel puppy dog named Ricky that the *Mallory's* cook, George Dunningham, had lost track of during the sinking, Walling recounted.

Keene was busy hauling men aboard from rafts, many of whom could hardly move, let alone climb up the rope netting on the *Bibb's* side. Crew members had prepared lines with bowline knots on one end so that survivors could wrap the rope under their arms and be hoisted quickly aboard the *Bibb*. Keene was in a lifeboat that had been swung out over the sea, and was throwing the knot-end of ropes down to survivors, then passing the free ends to where the crew could pull the men up.

Keene is quoted in Walling's 16-page story about the incident: "At some time during the proceedings, I heard CAPT Raney yell: 'Someone get that damned dog.'

I jumped down from the boat, ran to the port side, and saw a white dog on a raft coming down the side. I tied a heaving line around my waist, jumped onto the raft, and grabbed the dog. Men on deck pulled me back up the side. I dropped the dog and ran back to the boat and started throwing lines to the boats and rafts again."

According to a May 3, 1943, *Time* magazine report, the dog was given to Keene, and he later received an award from an animal protection organization. The same article in *Time* states that 30 minutes after saving the dog, "Keene lost part of a tooth in an underwater fight with a drowning man, but hauled him in."

Another published account does not mention that

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From The Executive Director

By Gary Thomas, CDR USCG

I write this having recently attended two college football games. This first was at the Coast Guard Academy while attending my class reunion; the second was a U.S. Naval Academy game, which my wife Cari and I had the pleasure of attending with our Chairman, VADM Jim Hull. But I'll get back to that in a moment, after I bring you up to date on FCGH's status.

You'll see a more detailed report after the first of the year, but basically we are making progress. That is true in several areas, including membership. In particular, I'd like to welcome CWO Norris and CWO Satterfield as new members. Both distinguished themselves as Honor Graduate of the most recent convenings of the Chief Warrant Officer Professional Development Course. As you may remember, the Foundation sponsors the award program for CWO PD classes. In addition to receiving a copy of *The Coast Guard*, each honor graduate receives a complimentary one-year membership in the Foundation. Welcome aboard! And a particular thanks to CWO Epperson and Mr. Phil Volk for helping us to administer the award program.

We've also engaged our peer organizations to better understand all the organizations, museums, and people who have a stake in preserving our heritage, history, and culture. Special thanks to Bill Porter, with whom I had the pleasure of sharing lunch as we kick-started the effort, tentatively titled the "Common Voice for CG History." Our goal is to give the Historian's Office an outline of a structure of those that can support the official historical efforts, while at the same time allowing us to coordinate our individual efforts better. Currently the effort is past the back-of-a-napkin stage, but is not yet fully fleshed out. Once I've cleaned it up a bit, I'll post it on the website for your input.

We're also processing some ship model donations that will be a really big win. Preserving the models will allow us to show the public our Coast Guard heritage better than a picture in a book ever can. In addition, we're wrapping up our unit and book awards; they're yet another important way we use your membership dues to "get the word out" about the Coast Guard and its predecessor services.

Finally, I have to apologize for the late delivery of the June 2011 edition. Between my day job and some other things, I was delayed in getting it out. Some

ongoing issues with the Postal Service concerning its records of our nonprofit status also contributed to delaying the mailing. The latter issues appear to have been cleared up, and I hope we won't have an issue with this issue! I'm also very happy to have a new volunteer who will help me manage membership outreach.

Now, back to the games I mentioned at the beginning. Before each of them, my wife and I wandered around the sites. At both the Coast Guard Academy and the Naval Academy stadium (which isn't located at the Naval Academy), there was an obvious effort to instill a love of history and heritage in the Corp of Cadets and the Brigade of Midshipmen. From the historical monuments at CGA to the names of famous Naval and Marine Corps battles at USNA, we were surrounded by touchstones of the two naval services. And, as I know from living two years aboard Training Center Cape May, noteworthy monuments to our service's heroes surround our young enlisted members as they go through training, so at least we're giving them a starting point to embrace.

We do still have problems getting our young men and women to immerse themselves in our heritage while they serve. So our membership, like that of many of our peer organizations, is populated mostly by retirees – "old" guys and gals – more than active-duty members. Now, like many if not most of you, I don't really think of myself as old – at least, not THAT old. But seeing those young men and women made me realize that I am, in fact, part of another generation.

I came away with two thoughts. First, I'm incredibly proud of being part of the U.S. military, and I'm confident that the generation to which we pass the torch will continue to preserve the United States as a great nation. Second, I'm gratified that all the services honor their traditions, history, heritage and culture, and work toward making it part of the lives and careers of the young men and women who are following in our footsteps. I know that the efforts of the FCGH have a role in preserving that heritage.

Both of those thoughts give me great comfort at this particular time: I have turned in my letter requesting retirement from the Coast Guard next spring. Retirement comes easier knowing that those who assume the watch are confident, able, and motivated. For the FCGH, I'll continue to serve as Executive Director, webmaster, Cutter mailing agent, and membership

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2011 Summer Internship Report:

U.S. Coast Guard Historian's Office

The Coast Guard Historian's Office internship involved ten weeks of archival file processing, archival research, and historical writing at U.S. Coast Guard Headquarters in Washington, DC.

The primary objective was to archive the Lighthouse Station files, from S to Z. In total, 270 open-top Lighthouse Station files were processed into 42 closed-top archival boxes. The purpose of archiving is to remove any materials that promote deterioration, such as steel paper clips, metal staples, and old envelopes or newspaper that contain paper-destroying acid, while preserving the written and photographic history.

The process includes several steps. It starts with supplementing the Lighthouse Station Finding Aid, discarding acid-bearing materials, removing ferrous materials, placing each photograph in a clear archival-quality sleeve, and placing negatives in archival-quality sleeves while maintaining documentation. Negatives are matched with photographs, duplicates collated, newspaper articles photocopied to enable discarding the acid originals, each photographic slide is labeled, and large station files are divided into manageable chronologies or themes. Special Collections received fragile or oversized materials. I liken the process to taking a box of loose photographs from different events over many years and assembling a family keepsake album. Once the processing was complete, the full archival boxes are returned to the open stacks for visiting researchers to enjoy.

The Coast Guard historians encouraged me to write an article about a subject that caught my interest while archiving the

lighthouse files. One of the largest files is Alaska's Scotch Cap Light Station, which was manned from 1903 to 1971 and is located on Unimak Pass in the Aleutian Islands. The hardship of operating an isolated station in Alaska is a great human-interest story. Tragedy struck when a 100-foot tsunami destroyed Scotch Cap's light station and five-man crew in April 1946. I look forward to the historians' peer review of the article.

Thank you Dr. Bob Browning, Jeff Bowdoin, Nora Chidlow, Chris Havern, and Scott Price for your professional support throughout the internship. From a grateful graduate student, thank you Foundation for Coast Guard History for financially supporting the U.S. Coast Guard Historian's Office internship program.

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The Birth of Coast Guard Aviation – A Contention

By John Fagan

This summer John Fagan, a former Coast Guard aviator (HH-65As) and current elementary school librarian, took a one-week course on using primary sources in the classroom at the National Archives and Records Administration (NARA) in Washington, D.C. As part of the class he had to create a lesson plan using materials from NARA. His research on African-American soldiers in the Civil War took him to the Military Records Office (MRO) in “Archives 1,” the building just off the National Mall, which also contains the United States’ Founding Documents. (“Archives 2” is in College Park, MD, and there are a number of regional NARA facilities.) The MRO contains not archives themselves but “finding aids,” which describe what archives exist for a particular agency and where they are held.

However, after some time poring over Civil War history, John’s attention wandered to the nearby finding aids for Records Group 28, the records of the Coast Guard and its predecessor agencies. He discovered a particularly interesting volume, USCG Record of Movements 1790-1933, which contained a two-page summary of the founding of Coast Guard Aviation. Based upon this, John asserts that the birthday of Coast Guard Aviation is August 29, 1916, when the “Navy Deficiency Act” (he appreciated the name...) provided for the establishment of ten Coast Guard Air Stations.

John intends more research on the subject when he can return to the Archives next summer.

Courtesy of Howie Thorsen, VADM USCG (ret.), FCGH Chairman Emeritus

THE COAST GUARD’S ROLE IN THE BATTLE OF SANTA MONICA BAY

By C. Douglas Kroll, Ph.D

Gambling ships first appeared off the southern California coast in 1928 and were wildly successful from the beginning, to the point where there was a small fleet of gambling ships anchored off the shores of Long Beach and Santa Monica in just a few years. About one or two dozen ships were engaged in this business. Many of the ships periodically changed their anchorage; others changed their name when the ownership changed hands.

They avoided California’s anti-gambling laws by simply anchoring out of state waters. The state’s jurisdiction only extended three miles offshore. There was nothing in federal law that prohibited gambling, so operators of floating casinos merely had to anchor just outside the three-mile limit. The floating casinos were open twenty-four hours a day and provided round trip boat trips from Santa Monica and Long Beach for the low cost of just twenty-five cents. The boat ride lasted less than fifteen minutes.

By 1938 there were only four major floating casinos off the coast. Off Santa Monica were the *Rex* and the *Texas*, and off Long Beach were the *Tango* and *Showboat*. The largest and most aggressive of these was the *Rex* off Santa Monica, which became a red flag to state law enforcement officials.

It was a first-class operation with good food, top-name dance bands, unwatered booze, and honest games. Its first-class dining room served French cuisine exclusively. Gamblers had a choice of playing craps, roulette, blackjack, chuck-a-luck,

high spade, wheel of fortune, Chinese lottery, stud poker, or faro. More than 2500 patrons daily made the trip out to the *Rex*, and would line up at the end of the Santa Monica pier to catch the launches that took them out to the boat. The *Rex* netted approximately \$300,000 per month.

Quite obviously, this did not sit well with state officials, especially Earl Warren, who was elected Attorney General of the State of California in 1938.¹ Once elected he organized state law enforcement officials into regions and led a statewide anti-crime effort. After shutting down illegal dog tracks, bookies, and gambling parlors, Warren turned his attention to cracking down on gambling ships operating off the coast of Southern California. Warren considered these to be “the biggest nuisance operated in the nation.”²

Earl Warren was convinced that Tony Cornero³ and the other casino owners were financed by and associated with organized crime. Warren later stated that Tom C. Clark,⁴ head of the antitrust and criminal division of the U.S. Justice Department during the 1930s, told him that Cornero’s money came from the Al Capone crowd in Chicago. There were rumors about the ownership of the other floating casinos, but Warren was convinced that it was all underworld money.⁵

However, despite numerous attempts to stop the operations, the state usually lost in court. Earlier in the 1930s when officials had sought an injunction against the water taxis that ferried customers to gambling ships, a Superior Court judge had denied the request, saying that if it was lawful for the Southern Pacific Railroad to haul passengers by land to Nevada where gambling was legal, it was equally permissible to ferry passengers beyond the three-mile limit where gambling was also legal.⁶

In addition, neither the county of Los Angeles nor the cities of Santa Monica and Long Beach showed any great interest in shutting down these offshore casinos. The major newspapers of Los Angeles carried full-page ads for these floating casinos and treated them charitably in their news columns. The wealthy of Los Angeles would take water taxis out to the ships to enjoy the gambling, shows, and restaurants.

The ships were just over three miles from the shorelines of the cities of Santa Monica and Long Beach, and they relied on that fact to assert their freedom from the state of California’s jurisdiction. The two cities’ coastlines were quite similar. Their shorelines were not straight, but were indented in such a way that permitted a ship to be anchored more than three miles from the shore yet be somewhat protected by the headlands to their north. Warren believed that the state’s jurisdiction ran three miles seaward, not from the shoreline, but from a straight line drawn from headland to headland. He believed that the indented shoreline created a bay, not a bight. In effect this meant that these ships, in order to be beyond the state’s jurisdiction, would have to be at least ten miles out to sea from the docks where the water taxis were based. This would make for a long and rough trip for the little taxis and the open Pacific swells would cause much seasickness on the floating casinos.⁷

To preclude federal intervention in his plan to shut down the floating casinos, Warren sent his deputy, Warren Olney III, to meet with Captain Stanley V. Parker, USCG,⁸ the District Coast Guard Officer for California. Parker advised that the Coast Guard’s only concern was the safety of those on the gambling vessels.⁹

Warren, convinced he was right, served notices of abatement on the owners of the

four gambling ships on July 28, 1939. The complaint charged them with being a public nuisance that, among other things, contributed to the delinquency of minors and also caused the loss of jobs by encouraging idle and dissolute habits. Operating in secrecy for fear that corrupt law enforcement officers would tip off the gambling ship operators, Warren's office assembled an unusual squadron of four state and local law enforcement vessels¹⁰ and sixteen rented water taxis. Leading the "attack" would be Oscar Jahnsen and Warren Olney from Warren's staff.¹¹

At 3:00 p.m. on August 1, 1939, what the local press dubbed "Oscar's Navy" fell upon the unsuspecting gambling ships. Restraining orders were served on all the water taxis, shutting them down. The unprepared *Tango* and *Showboat* off Long Beach surrendered immediately. The *Texas* off Santa Monica briefly resisted before Jahnsen's men boarded it. The state officials gleefully pitched \$25,000 worth of slot machines, roulette wheels, and gambling tables overboard while news photographers took pictures from circling motor boats.

Aboard the *Rex*, Cornero defied the state's forces. Earlier in the day about fifteen sheriff's deputies, posing as patrons, had filtered aboard the *Rex*, unarmed. All except one were recognized by *Rex* employees and asked to leave.¹²

Cornero ordered the steel gate at the boat landing stage on the ship to be closed and locked and told his crew to turn high-pressure fire hoses on the circling powerboats when they drew near the gambling ship. A standoff then began with the state's powerboats circling around and waiting, while Cornero remained defiant. Six hundred patrons aboard the *Rex* now found themselves trapped, unable to go

ashore. Over the next few days, this stand-off became known as "The Battle of Santa Monica Bay" to the local press. The press also gave Tony Cornero the honorary title of "admiral" of the besieged gambling ship *Rex*. A San Francisco newspaper ran a front-page photo and article describing this "battle" between 250 law enforcement agents and Tony Cornero and his 200 employees.¹³ Another paper reported that, according to law enforcement authorities, Cornero's men patrolled the decks of the *Rex* with sub-machine guns under their overcoats.¹⁴

That first evening of the stand-off the 125-foot Coast Guard Patrol Boat *Cahoone* (WSC-131) arrived in Santa Monica Bay, searching for a missing boat.¹⁵ It was diverted to investigate the situation on the *Rex*, which still had patrons on board. When it approached the *Rex* about 2330, Cornero requested that Chief Bosun Attilio E. Del Pra, USCG,¹⁶ the Commanding Officer, come aboard and investigate, alleging that a state vessel was interfering with the loading and unloading of passengers. The Commanding Officer of *Cahoone* advised that he would make further investigation before granting the *Rex*'s request. Shortly afterwards the *Cahoone* contacted the state vessel and was advised that the State Attorney General had a temporary restraining order that prohibited passengers from leaving without giving their name and address to state officials and that the *Rex* refused to comply.¹⁷

Meanwhile the 165-foot USCGC *Perseus* (WPC-114)¹⁸ had been sent to investigate conditions in the vicinity of the gambling ship *Tango* off Long Beach. Upon arrival, Warren Olney, Deputy Attorney General, came aboard and explained what was going on, including the defiance of the *Rex* off Santa Monica. Shortly upon learning this

information the *Perseus* got underway for the waters off Santa Monica. By 0030 *Perseus* anchored near *Rex* and released the *Cahoone* to resume its search for the missing boat. As they had earlier with the *Cahoone*, officials on the *Rex* alleged that they were being unlawfully endangered, and requested Coast Guard assistance. LT Chester M. Anderson, USCG, Commanding Officer of the *Perseus*, boarded the *Rex* to investigate. Fortunately there were light winds, one-foot seas, and six-mile visibility, so there was no immediate danger to the *Rex* or its passengers.¹⁹ Commander Louis L. Bennet²⁰ of the Coast Guard's Los Angeles Section ordered the *Perseus* to remain in the vicinity and only interfere if a violent emergency occurred.

The six hundred patrons aboard *Rex* were eager to leave. Both the gambling tables and the bar had been shut down since the standoff began. Only after Attorney General Warren, who was overseeing the operation from Santa Monica, promised not to send his officers aboard when the patrons were released, were the water taxis allowed to come alongside and take the patrons ashore. The one sheriff's deputy who had slipped aboard the *Rex* earlier and hadn't been discovered was among the patrons leaving the ship, and identified several dealers and other staff members from the *Rex* who were posing as patrons.²¹ During this operation, state officials conferred frequently with the Commanding Officer of the *Perseus*. Although newspapers reported that the *Perseus* remained on scene throughout the "battle," in reality it departed Santa Monica Bay that afternoon and sailed to Avalon Bay off Catalina Island.²²

Cornero stayed aboard the *Rex*, alleging that he was in international waters and what state authorities had done to the gam-

bling ships was nothing but piracy. He and his crew of 200 remained defiant as ever, refusing to surrender or allow state authorities to board the vessel. Cornero was convinced the courts were on his side, believing the *Rex* to be beyond the state of California's jurisdiction. The temporary injunction that Attorney General Warren had used to shut down the gambling operations required the defendants to show cause on August 11 why an injunction should not be granted.

By August 8 public opinion had turned strongly against offshore gambling. An editorial in the San Francisco *Call Bulletin* that day commended Attorney General Warren for his "courage to wage open warfare on the gambling boats anchored off the California coast."

On that day, Cornero came ashore in one of the state powerboats but refused to surrender the *Rex* to state authorities. State officials later stormed the *Rex* and tossed tons of gambling equipment overboard. Then began a legal battle.

The state authorities argued that Santa Monica Bay constituted an "inland" body of water, and therefore its coastline was not the true coastline of the State of California. Instead it was an imaginary line drawn between Point Dume to the north and Point Vicente to the south. Since the *Rex* had anchored approximately four miles off the coastline, it was thus within state waters and guilty of breaking state anti-gambling laws. Cornero countered that Santa Monica Bay was not in fact a bay. It was a "bight", a large coastal indentation, like the bight between Florida and Texas, and thus international waters, outside of the state's jurisdiction.

Cornero was convicted in the Superior Court of Los Angeles County, which ruled

that the *Rex*, which had been anchored approximately four miles from shore, was still within California's territorial waters. However, the appellate court ruled that the waters off Santa Monica were not a bay, noting that neither the U.S. Coast and Geodetic Survey nor the United States Coast Guard designated the waters between Point Dume and Point Vicente as "inland waters" for the purpose of prescribing inland or international rules of the road, as in San Francisco or San Pedro harbors. Instead international rules of the road applied in Santa Monica "bay."²³

California Attorney General Warren then appealed to the California State Supreme Court. There he would ultimately prevail over Cornero, history, and maritime custom alike. The state Supreme Court ruled unanimously that Santa Monica was a bay "within any reasonable definition of the word and therefore a bay within the meaning of the constitution" and therefore entirely within state jurisdiction, its entrance being between Point Dume and Point Vicente. This, despite the fact that the distance between Point Dume and Point Vicente was 29 miles and the distance from that line to the shore was ten miles at the farthest point.²⁴ So ended the battle, with the California Supreme Court deciding to rename Santa Monica Bight as Santa Monica Bay.

The Coast Guard, which Warren had feared would interfere and which Cornero had hoped *would* interfere, played a role in this somewhat unusual "battle."

Cornero himself escaped facing any charges and went on to build the Stardust casino in Las Vegas, Nevada.²⁵ Earl Warren went on to become governor of California and then the 14th Chief Justice of the United States.²⁶

The *Rex* was seized by the state and later sold to a naval architect from Seattle²⁷ who transformed her into a six-masted schooner with a triangular square sail on her foremast. He renamed her the *Star of Scotland*, her name when Cornero purchased her. She was serving as a merchant ship when she was torpedoed and sunk by the German submarine U-159 on November 13, 1942, off the coast of Africa.²⁸

Doug Kroll is a Regent of FCGH

NOTES

1. Earl Warren served as the District Attorney for Alameda County from 1925 until his election as the Attorney General of the State of California. As the D.A. of Alameda County, he earned a reputation as a tough-on-crime prosecutor.
2. *Los Angeles Times*, May 8, 1939. Part L, p. 8.
3. Anthony "Tony the Hat" Cornero (August 18, 1899-July 31, 1955) also nick-named "Admiral", was an organized crime figure in Southern California from the 1920s through the 1950s. In 1923, with Prohibition in effect, Cornero became a rum-runner. His clientele included many high-class customers and night clubs. Using a shrimping business as a cover, Cornero started smuggling Canadian whiskey into Southern California with his small fleet of freighters. One of Cornero's ships, the *SS Lily*, could transport up to 4,000 cases of bootleg liquor in a single trip. Cornero would unload the liquor beyond the three-mile limit into his speedboats, which would bring it to the Southern California beaches. His fleet

easily evaded the understaffed and ill-equipped U.S. Coast Guard. By the time Cornero turned 25, he had become a millionaire. With the repeal of Prohibition, Cornero moved into gaming. He and his brothers Louis and Frank moved to Las Vegas, Nevada, and took an option on a 30-acre piece of land outside the Las Vegas city limits. He soon opened "The Green Meadows" [The Meadows] one of the earliest major casinos in the Las Vegas area. As The Meadows started making big money, Cornero began investing in other Las Vegas casinos. After the New York mobsters torched The Meadows, Cornero gave up. He sold his Las Vegas interests and moved back to Los Angeles.

4. Tom C. Clark served as the head of the antitrust and criminal division of the U.S. Justice Department during the 1930s. Appointed Attorney General by President Harry Truman in 1945, he later was appointed an Associate Justice on the Supreme Court in 1949. He served until 1967.
5. Ed Gray, *Chief Justice: A Biography of Earl Warren* (New York: Simon and Schuster, 1997), p. 100.
6. Gray, *op. cit.*, p. 101.
7. Earl Warren, *The Memoirs of Earl Warren* (New York: Doubleday & Company, 1977), p. 133.
8. A 1906 graduate of the Revenue Cutter Service Academy, Stanley V. Parker later became Coast Guard aviator number 9. He had risen through the ranks to become the senior Coast Guard officer on the Pacific Coast by 1937. He served in that capacity until 14 March 1942. Later promoted to RADM, he became Commander, Third Coast Guard District during WWII. Awarded the Legion of Merit, he retired in 1947 at the rank of VADM.
9. Earl Warren, *op. cit.*, p. 132.
10. *Rescuer II* (Am. Motorboat 27-C—770), a Long Beach police boat, together with the *Bonito*, the *Marlin* and the *Being*, all California Fish and Game boats.
11. Gray, *op. cit.*, pp. 101-103.
12. San Francisco *Evening Outlook*, August 2, 1939.
13. San Francisco *Call Bulletin*, August 2, 1939.
14. *Ibid.*, August 3, 1939, p. 1.
15. The USCGC *Cahoone* was a 125-foot patrol boat commissioned in 1927. It was decommissioned and sold in 1968. It was diverted to investigate by the Commander of the Coast Guard's Los Angeles Section. It was homeported in San Pedro, California in 1939.
16. Chief Bosun A. E. Del Pra, USCG, while serving as a LCDR during World War II, was decorated for heroism in handling and beaching a burning vessel at Finschhafen, New Orleans, on August 12, 1944.
17. Logbook of Coast Guard Patrol Boat *Cahoone*, 1-2 August 1939. Record Group 26, National Archives and Records Administration, Washington, D.C.
18. The 165-foot *Perseus* was commissioned in April of 1932 and homeported in San Diego, California, in 1939. Decommissioned and sold in 1959, she later served for many years (at least until the mid-1990s), much modified, with Circle Tour Line of New York City.
19. Logbook of *Perseus*, 1-2 August 1939. Record Group 26, National Ar-

chives and Records Administration, Washington, D.C.

20. Louis L. Bennet was a 1909 graduate of the Revenue Cutter Service Academy. He later retired at the rank of RADM.
21. San Francisco *Evening Outlook*, August 2, 1939.
22. Logbook of *Perseus*, op. cit.
23. *People v. Stralla* (1939) 96 Cal. App. Dec. 846, 88 P. (2d) 736. This is still true today: Navigation Rules, International-Inland COMDINST M16672.2D, March 25, 1999, p. 194.
24. *People v. Stralla* (1939) 98 Cal. Dec. 440, 96 P. (2d), *mod.*, (Dec. 19, 1939) 98 Cal. Dec. 514, 96 P. 2d) 941.
25. The resort was conceived and built by Tony Cornero, who died in 1955 before construction was completed. When the hotel opened, it had the largest casino in Nevada, the largest swimming pool in Nevada, and the largest hotel in the Las Vegas area. The Stardust opened at 12:00 noon on July 2, 1958. The attendees of the opening included governors, senators, city and county officials, and Hollywood celebrities.
26. Earl Warren served as governor of California from 1943 to 1953 and Chief Justice from 1953 until 1969. He died in 1974.
27. Frank Hellenthal purchased the vessel early in 1940.
28. See William Kooiman, "Star of Scotland's Many Lives," *Sea Classics*, May 1991, pp. 40-45.



Left: Stanley Parker

Coast Guard Honors Sitka Woman for 1950 Sea Rescue

By Shannon Haugland, *Daily Sitka Sentinel*, Sunday, September 25, 2011, Hearst Communications, Inc.

Sitka, Alaska - More than 60 years after helping rescue a shipwreck survivor in stormy seas, a Sitka woman was honored this month by the U.S. Coast Guard and Alaska State Troopers.

Marie Laws received the commendations in a Sept. 9 ceremony at Coast Guard Air Station Sitka. The two other participants in the 1950 rescue, Laws' sister Betty Mork and rescue boat skipper Thomas Allain, were honored posthumously.

Laws, whose maiden name is Mork, and the two others received the Meritorious Service Award, the second highest honor bestowed on civilians by the U.S. Coast Guard. It is given for showing "unusual courage in advancing a Coast Guard mission," individual accomplishments that benefit the public, or a contribution that produces tangible results.

Laws was 13, living in Pelican with her family, at the time of the rescue Nov. 17 and 18, 1950. She said she never expected to receive any recognition for the trio's rescue of Helvig "Chris" Christensen, a hunter who had been stranded on Yakobi Rock for two days when found. "We went to help our neighbors," Laws said at the ceremony. "Who knew 60 years later someone would make such a fuss?"

Norm Carson, a retired Alaska State Trooper living in Pelican, tells the story in a book he published earlier this year, *Courage & Death on the Gulf of Alaska: Saga of the F/V Dixie*. After finishing the book Carson brought the dramatic story to the attention of the Coast Guard and the Troopers, suggesting awards by those agencies to recognize the rescuers' courage. The author's son, Kyle Carson, also a state trooper, presented the state citation to Laws at the Friday ceremony. It is signed by Commissioner of Public Safety Joseph Masters.

Main Prop

The Coast Guard citation recounts the rescue story, starting on Nov. 15, 1950, when Christensen, Fred Wetche and Wetche's 14-year-old son Fred Jr. were returning to their home in Pelican after a hunting trip aboard Wetche's 40-foot troller *Dixie*. The boat lost power in stormy seas as it attempted to round Cape Bingham on the north end of Yakobi Island. The boat was swept onto the rocks and broke up. Of the three, only Christensen survived, by clinging to a handhold on Yakobi Rock.

On the night of Nov. 17, another Pelican resident, Tom Allain, 34, learned that the *Dixie* was overdue and invited Betty and Marie Mork, 15 and 13 at the time, to help search for the missing hunters. The Mork sisters, who were related to Allain's wife, had accepted a ride with Allain on his boat from Pelican to the tiny settlement of Sunnyside, a couple of miles north of Pelican, where they planned to visit their sister's family.

"The unlikely rescue party set off in a 32-foot fishing boat to an area where the *Dixie* was known to have been operating north of Pelican," the citation said. In the early hours of Nov. 18 they searched around the north end of Yakobi Island, without the aid of communications or modern navigation equipment, using a signal whistle to alert possible survivors.

Before reaching the rescue site, Allain's boat struck a submerged reef, "putting two holes in the hull and causing significant mechanical damage," the citation said. But they continued their search.

"In close to impossible conditions, they heard a call for help from Helvig Christensen," the Coast Guard said. "Fighting freezing, gale-force winds, Tom Allain launched a skiff and rowed to recover Helvig, while Betty and Marie fought to keep the vessel afloat using the manual bilge pump and maneuvering the vessel in the steep swells to avoid the treacherous rocks."

Christensen was brought aboard Allain's boat, and Betty and Marie provided first aid while

continuing to pump water from the damaged boat to stay afloat. They arrived back in Pelican at daybreak Nov. 18. Christensen, who was in critical condition, was flown by Alaska Coastal Airlines to the hospital in Juneau.

"The actions of Tom Allain, Betty Mork and Marie Mork are heartily commended and are in keeping with the highest traditions of the United States Coast Guard," the citation states.

The courage of the three rescuers was first recognized in 1951 when all three were awarded medals by the Carnegie Hero Fund Commission. Marie was a student at Sheldon Jackson School when she received her medal. In *Courage & Death on the Gulf of Alaska*, Carson writes that Laws did not know of the award before it was presented to her at a school assembly.

"Mr. Wooster, the principal, opened the assembly and announced, 'We have a hero in our midst,' ... I wanted to slide under a table or desk," Laws is quoted as saying in the book. Carson writes that "true to her modest character, she was overwhelmed by the experience."

In Sitka, where Laws has lived for many years, she is well-known as an artist and weaver.

Carson's book is for sale at Murray Pacific and the Sitka Historical Society and Museum.

URL: <http://www.chron.com/news/article/Coast-Guard-honors-Sitka-woman-for-1950-sea-rescue-2187847.php>

Provided courtesy of Norm Paulhus and FCGH Chair Jim Hull

(from p.3)

manager until the Board of Regents and the membership decide otherwise (or, better yet, until I get volunteers to help me with some of those jobs!).

Please make your reports to the bridge if you have course corrections we should make. Otherwise, I'll report that we are on our P.I.M.

Fm COMDT COGARD Washington DC
ALCOAST 323/11/COMDTNOTE 1650

Subj: Silver Ancient Mariner Selection

1. I am pleased to announce the selection of BMCM Lloyd A. Pierce as the eleventh Silver Ancient Mariner since the inception of the program in 1978. BMCM Pierce will assume the title of Silver (enlisted) Ancient Mariner from BMCM Steven B. Hearn during a ceremony onboard USCGC *Kankakee* on 19 Aug 2011. BMCM Hearn will be retiring after 30 years of exemplary service.

2. BMCM Pierce is currently the command master chief (CMC) at the U. S. Coast Guard Academy. He has over 14 years of sea time while serving aboard eight Coast Guard cutters, including CGC *Red Oak*, CGC *Lipan*, CGC *Steadfast*, CGC *Sherman* and CGC *Matinicus*. BMCM Pierce was officer-in-charge (OIC) of CGC *Point Franklin*, CGC *Mako* (plankowner) and CGC *Seahawk*.

3. The Ancient Mariner title recognizes the officer and enlisted person with the earliest designation as a permanent cutterman and requires a minimum of ten years of sea time. The award recipients must personify and uphold the core values of honor, respect and devotion to duty, along with the professionalism and leadership associated with long service at sea.

4. Congratulatory letters and e-mails may be sent to BMCM Pierce at the U. S. Coast Guard Academy.

5. COMDT (CG-751) POC is Mr. Dennis Thorseth at (202) 372-2335.

6. Admiral Bob Papp, Commandant and thirteenth Gold Ancient Mariner, sends.

7. Internet release authorized.

CDR Thomas adds, "BMCM Pierce is a not a personal shipmate, but he is someone who has shared an orbit of friends and has influenced my thinking and my leadership style. He is currently the Command Master Chief at the Coast Guard Academy, and I can't think of a better place for the Ancient Mariner to reside and influence future leaders of the Coast Guard. I think that his presence at the Academy will be an invaluable asset to us."

Provided courtesy of Gary Thomas, CDR USCG, FCGH Executive Director

Former USCGC *Hamilton* Heads To Philippines: Ex-cutter is Navy's newest ship

The Manila [Philippines] *Bulletin*, Saturday, July 16, 2011

By Elena L. Aben

MANILA - A *Hamilton*-class cutter of the United States Coast Guard will set sail from San Francisco, California, USA, for the Philippines on July 18 to begin its new life as a ship of the Philippine Navy.

Philippine Navy Flag Officer-in-Command Vice Admiral Alexander Pama will join the send-off for the ship, which will be christened BRP *Gregorio del Pilar*, for her three-week voyage to the Philippines.

Pama said the send-off will signal the last leg of activities for *Gregorio del Pilar* in the U.S. before it heads for the country.

"All preparations have been made for this long trip home, as the actual send-off takes

Speakings

place on July 18, 2011 at 4:00 p.m.," said Pama, who will be flying to the U.S. for the activity.

The ship was turned over to the Philippine government last May 13 during turnover rites attended by Philippine Ambassador to the U.S. Jose L. Cuisia, Jr., U.S. Coast Guard Pacific Area and Defense Force West Commander Vice Admiral Manson K. Brown; and Philippine Defense and Armed Forces Attaché to the U.S. Navy Captain Antonio A. Habulan, Jr. Aside from Pama, Philippine Deputy General Consul to San Francisco Wilfredo Santos will also attend the send-off for the *Gregorio del Pilar*.

The Navy's spokesman, Col. Omar Tonsay, said the cutter was acquired through the United States Excess Defense Act (EDA) using Department of Energy Malampaya Project funds.

The ship will stop over in Hawaii and Guam for replenishment before continuing on to the Philippines.

Gregorio del Pilar was largely used by the U.S. Coast Guard for drug and migrant interdiction, law enforcement, search and rescue, living marine resources protection, and defense readiness. The Philippine Navy intends to use the multi-mission vessel for maritime security patrols and search and rescue. More specifically, it will be deployed to aid in maritime security in the Malampaya Project west of Palawan, an area where there are several oil exploration projects.

The ship was specifically designated as a Weather [*Inaccurate – Ed.*] High Endurance Cutter (WHEC). In the Philippines, it will be re-classified as a Surface Combatant Ship with a Type Code of "P" for Patrol

and further classified as a Frigate with a Type Code of "F", hence the designation of "PF".

Pama said the ship is powered by combined diesel engines and gas turbines and equipped with a helicopter flight deck, a retractable hangar, and facilities to support helicopter operations. The *Gregorio del Pilar* measures 378 feet from bow to stern and has a displacement (full load) of 3,390 tons. It has a maximum speed of 26 knots and a range of 14,000 nautical miles. It can stay at sea for 30 days and has a crew of 18 officers and 144 enlisted men.

URL: <http://www.mb.com.ph/articles/327083/excutter-navys-newest-ship>

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Provided courtesy of Norm Paulhus and Jim Hull, VADM USCG (ret.), FCGH Chair

Date: Monday, 15 August 2011

Subj: Death of a Retired Flag Officer

1. On behalf of the Commandant, regret to report the death of RADM Edward D. Scheiderer, USCG (ret.), who died of natural causes on Sunday 31 July 2011 in Boca Raton, FL. RADM Scheiderer retired 1 September 1975.

2. RADM Scheiderer was born 25 June 1917 in Detroit, MI. After high school he was a farmer for several years. He enlisted in the U.S. Navy in 1937, then transferred to the Coast Guard Academy. He graduated in the class of 1942. His wartime service included assignments to the brand new ice

patrol tender USCGC *Storis* (WMEC-38), and USS *Hurst* (DE-250). Both ships were assigned to convoy duty on the Greenland patrol due to the U-boat menace to merchant shipping. He earned an MBA from the University of Pennsylvania in 1953. He was Chief of the Budget Division at CG Headquarters for six years, then commanded USCGC *Minnetonka* (WHEC-67), homeported in Long Beach, CA. He was awarded the Legion of Merit after four years as Chief, Program Analysis Division at CG Headquarters. He served as Chief of Operations for the Ninth Coast Guard District and, as RADM, served as the Comptroller of the Coast Guard, then Chief of Staff. He retired in 1975.

3. No public funeral is anticipated at this time. Anticipate cremated remains will be interred at Arlington National Cemetery on a date to be determined. An order to lower the national ensign to half mast will be issued when the date of burial is known.
4. RADM Daniel R May, Personnel Service Center, sends.

5. Internet release authorized.

Provided courtesy of FCGH Chair Jim Hull

Death of Captain John D. McCann, U.S. Coast Guard (Ret.) (1922-2011)

Represented CG at 50th anniversary of Korean War

From the *Scranton Times*, August 13, 2011

Captain John D. McCann, U.S. Coast Guard (Ret.), of Brooks Estates, Jenkins Township, died peacefully Saturday afternoon, August 13, 2011, at the Wesley Village Nursing Facility. His wife is the for-

mer Mary Ruth Davis, and his first wife was the late Mary Catharine Carpenter.

Captain McCann was born July 10, 1922, in Malden, Mass., a son of Lieutenant Commander John and LilliAnn McCann. He served in the U.S. Coast Guard from 1941 to 1973, and after retirement he served as the Dean of Administration for Keystone College.

During World War II, he served afloat on transports and with the Amphibious Forces moving from New Guinea, the Northern Marianas Islands, the Philippines, and finally into Tokyo Bay. During this time, then Ensign McCann received little, if any help, from General MacArthur or Admiral Halsey.

During the Korean War, Captain McCann built and operated a LORAN station northwest of Pusan. He and his men served temporarily with the 17th Bomb Wing. In the year 2000, he returned to Korea representing the Coast Guard as a member of the Presidential Mission for ceremonies in connection with the 50th anniversary of that conflict's commencement.

He served as Commanding Officer of four vessels. Ashore he served as Executive Aide to two successive Coast Guard Commandants. He served on the faculty of the Coast Guard Academy, was the Chief Director of the Coast Guard Auxiliary, and was the Chief Personnel Officer at Coast Guard Headquarters.

He attended City College of New York and was a graduate of the U.S. Coast Guard Academy. He held Master's Degrees from the George Washington University and the National War College.

The Mass of Christian Burial will be held

at 1 p.m. Thursday at The Church of St. Maria Goretti, 42 Redwood Dr., Laflin. Interment with full military honors will be held at Arlington National Cemetery. In lieu of flowers, Captain Jack would like you to do a good deed for someone else. He means it.

<http://www.legacy.com/obituaries/timesleader/obituary.aspx?n=john-d-mccann&pid=153125278>

Coast Guard Ceremony in Ocean City Honors Historian

By Michael Miller, *The Press of Atlantic City*, Friday, September 16, 2011

Ocean City - The U.S. Coast Guard on Friday honored a city historian with a posthumous public service award at the city's historic Fourth Street Lifesaving Station. The public event was the most significant at this Ocean City landmark since the city bought it last year.

Retired Vice Adm. Jim Hull presented the award to Ocean City resident Dorothy Wilkinson, wife of author and historian William Wilkinson, during a formal ceremony on the shady lawn of the station. A color guard from Coast Guard Group Atlantic City and dignitaries from Coast Guard Headquarters in Washington also attended.

William Wilkinson, 84, was a Harvard University graduate and U.S. Army veteran who wrote numerous books about naval and maritime history. He formerly served as chairman of a federal advisory panel for naval history. He died in 2009.

His wife said Wilkinson was enthralled with the sea even as a boy. One of his favorite childhood books was Kenneth Gra-

hame's *The Wind in the Willows*. The couple always had sailboats. He even tried to enlist in the U.S. Navy, but was rejected because of his poor eyesight, she said.

Wilkinson also was honored Friday for one of his last works, *American Coastal Rescue Craft*. Co-written with Timothy Dring, the book is considered an authoritative reference and an important addition to Coast Guard history, Hull said.

"He would have been overwhelmed by all this," his wife said of the awards ceremony.

The setting was appropriate, as the Lifesaving Service was a forerunner to the U.S. Coast Guard. The station was built in 1885 at a strategic part of the island to rescue mariners in distress. The city is getting \$1.5 million in state grants to restore the station, which was converted into a four-bedroom home. Supporters created a nonprofit group dedicated to the landmark. The station was slated for demolition by a private developer to make way for duplex condominiums before the city purchased it. The building routinely made the list of the 10 most-endangered historic sites in New Jersey.

"It was an 11th-hour rescue. That's fitting because it's what we do," Rear Adm. William Lee said. He is commander of the Fifth Coast Guard District, which includes New Jersey and the other mid-Atlantic states.

Ocean City resident John Loeper, who heads the nonprofit, took the opportunity to show off a new artifact at the station, a cannon cart built from specifications gleaned from the National Archives. Members of the Coast Guard also toured the building, which is being prepared for restoration.

Speakings

Contact Michael Miller: 609-463-6712; MMiller@pressofac.com

URL: http://www.pressofatlanticcity.com/news/press/cape_may/coast-guard-ceremony-in-ocean-city-honors-historian/article_dca6b556-e0c1-11e0-acd2-001cc4c002e0.html

Provided courtesy of Norm Paulhus and FCGH Chair Jim hull

Coast Guard Ancient Albatross Adm. Gary Blore retires, passes on legacy of aviation



ASTORIA, Ore. - Coast Guard Rear Adm. Gary Blore passes his aviator's scarf on to Vice Adm. John Currier during an Ancient Albatross Change of Watch Ceremony at Sector Columbia River in Astoria Thursday, July 14, 2011. Ancient Albatross is an honorary title given to active duty Coast Guard members, both enlisted and officer, who have the longest history in aviation among the service. Blore, who served in the Coast Guard for 36 years, received the title in 2009. Coast Guard photo by Petty Officer Shawn Eggert

ASTORIA - Coast Guard Rear Adm. Gary Blore retired and passed on the title of Ancient Albatross to Vice Adm. John Currier during a Change of Watch ceremony at Sector Columbia River in Warrenton, Ore., Thursday.

Blore was relieved as the 13th District Commander on July 12, 2011, by Rear Adm. Keith A. Taylor, and retired at the conclusion of the Ancient Albatross ceremony.

Adm. Robert J. Papp, Jr., Commandant of the U.S. Coast Guard, oversaw the ceremony.

The Coast Guard Ancient Albatross Award was instituted in 1966 to honor the Coast Guard aviator on active duty who has held that designation for the longest period. In 1988, the Enlisted Ancient Albatross Award was established for the enlisted member on active duty with the earliest graduation date from class "A" school in a Coast Guard aviation rating.

Rear Adm. Blore served the American public for more than 36 years.

Rear Adm. Blore assumed command of the Thirteenth Coast Guard District in July 2009. As District Commander, he was responsible for U.S. Coast Guard operations covering four states (Washington, Oregon, Idaho, and Montana), more than 4,400 miles of coastline, 600 miles of inland waterways, and 125 miles of international border with Canada. He was in charge of more than 5,770 active duty, reserve duty, civilian and Auxiliary men and women; whom annual conducted more than 3,000 search-and-rescue missions, executed more than 3,200 law enforcement boardings, and inspected more than 5,700 vessels.

Rear Adm. Blore graduated, with honors, from the Coast Guard Academy in 1975 with a Bachelor of Science in economics and holds an MPA Degree from Columbia University. His personal decorations include the Distinguished Service Medal, five awards of the Legion of Merit, two Meritorious Service Medals, two Coast Guard Commendation Medals and the Transportation 9-11 Medal, as well as other service and campaign awards.

Minot's Ledge Light Plaque Recovered

In the category of "It was lost, but now is found," you may remember that in 2007 FCGH provided a memorial plaque for Minot's Ledge Light and supported its emplacement. CWO Sandy Schwaab, USCG (ret.) served as Foundation "point," cooperating with the Massachusetts Board of Underwater Archaeological Resources, the First Coast Guard District, CGC *Abbie Burgess*, and the LANTAREA Historian's office. A couple of years later, the plaque was found to be missing, with vandalism the suspected cause. But such was not the case!

Victor T. Mastone, the Director and Chief Archaeologist of the Massachusetts Board, recently contacted CWO Schwaab with good news: the plaque is back in Vic's custody. He reports: "It was found last weekend by two sport divers who were out there collecting lobsters. The plaque separated from the sinker and they saw some portion sticking out of the sand. From examining the plaque, I would say the four bolts gave way or sheared. There are lots of scraping (striation) marks on the raised portion. The divers didn't notice any sinker or boulders in the vicinity. I venture that the sinker was tumbled about quite a bit, which would explain why we couldn't find it."

More good news: "The Bay State Council of Divers is interesting in working with us to better secure the plaque on the bottom! They have been assisting in searching for it for several years." Sandy added, "I spoke

with Victor this morning and offered our (my) services to support relocation of the plaque. All is well." Indeed.

Provided courtesy of FCGH Regent Sandy Schwaab, CWO USCG (ret.)

Baggywrinkle

First "Commandant" – 1843: In 1844, John C. Spencer, President Tyler's third Secretary of the Treasury, in a report to the Speaker of the House of Representatives, stated: Upon inquiry into the subject [the condition of the Revenue Marine] I found that no efficient control could be exercised over the officers and men, either in respect to the performance of their duties, or the regulation of the expense of the service, for want of the necessary knowledge and experience. The clerks could not be expected to be sea-faring men; even if such could be found, they would not be acquainted with the peculiar duties of the service. Finding that a captain could be spared from the duty of cruising, one was selected, with sanction of the President, who had been long in the Revenue Marine, was well acquainted with all its details, and who possessed all the qualifications of a bureau officer [Captain Alexander A. Frazer, appointed Chief, Revenue Marine Bureau in 1843]; and he was directed to repair to this city and take charge of the business.... That officer and his assistant (2nd Lt. George Hayes) are fully and constantly employed in supervising the whole Revenue Marine Service; in

Continued on next page

Submitting to the Cutter: Please do not hesitate to provide content for this newsletter. Submissions can be mailed to: Rob Ayer, 28 Osprey Drive, Gales Ferry, CT 06335 or e-mailed to rayer@comcast.net. I encourage you to provide them to me in electronic form, either in a forwarded e-mail or an attached file, although paper is also acceptable. If sending me a piece previously printed elsewhere, please provide the publication, the issue information, and the original author, as applicable. Whether an already-printed or original piece, please also send me *your* name and contact information, so that I can follow up if necessary.

(From p.2)

Keene had fought with the seaman (a member of *Bibb's* crew), but says Keene's tooth was instead broken by the shock of diving in after the man, and that he also lost his Coast Guard Academy graduation watch.

The news reports of the sinkings, the rescue operations, and his saving of the mongrel puppy would have ramifications for Keene, which he wrote about in his own 73-page essay on his war years, "My Story: 1941-1945": Weeks after the rescues, the *Bibb* pulled into Boston and Keene asked for leave, but was told that only married officers would get leave. "Being single, I would get none," Keene wrote.

But a couple of days later, Raney called Keene in and said there'd been "a lot of publicity in the Boston papers about the dog I had saved," Keene wrote.

Coast Guard Headquarters had asked the captain to recommend Keene and several other men for gold or silver life-saving medals for their actions in going down the scramble nets, and for Keene's action in diving in to save the crewmember.

But the captain had told headquarters "that we had done only our duty, and nothing more than the men in the engine room at the throttles. No individuals would be recommended." But the Coast Guard had decided that, for publicity reasons, "the Coast Guard was going to put on a nationwide broadcast which would include the rescue of the dog, and wanted an officer from the ship to participate."

Keene was given 10 days temporary duty at headquarters, which Keene learned was "better than leave, as all of my travel and per diem would be paid for me to go to my home."

The Commandant of the Coast Guard, Admiral Russell Waesche, also was on the broadcast, Keene wrote. "He came to me and said, 'I don't want to know about the dog. Tell me about the man you rescued.'" However, not everyone had the same focus. Coast Guard CDR W. Russell Webster wrote about the broadcast and accompanying ceremonies in a 1996 article in the United States Naval Institute's *Naval History* magazine. "LT Keene, ironically, was singled out for having saved Ricky and was recognized publicly for being the best friend of man's best friend," Webster wrote. "The American Humane Society and the Society for the Prevention

of Cruelty to Animals each awarded medals to LT Keene for saving the dog."

Keene's wartime experience ended with him in command of a destroyer escort in the Panama Canal Zone.

I had met Captain Keene several times in my career, and knew he was both a strong supporter of the Coast Guard Foundation and the father of Captain (ret.) Scott Keene, husband of Captain (ret.) Judy Keene. But I never knew his personal history. He was a hero then and today.

The "moral of the story" is that history is found everywhere, and knowing that history makes us all better at understanding where we have come from, so that better decisions can be made regarding where we are going.

Have a great holiday season! And as you're making your gift-giving decisions, remember that a membership in the Foundation for Coast Guard History makes a great present for just about anyone!

(from p. 18)

conducting the voluminous correspondence which is indispensable with different collectors and the commanders of the Revenue Cutters; in examining all estimates of expenditures before they are made, and all accounts preparatory to their being audited; in regulating the cruises of the vessels, and inspecting their journals; and in discharging a great variety of miscellaneous duties connected with the business, order and system have been established. Economy in expenditures and efficiency in service have been greatly promoted. The officers and men feel that the service has been elevated, and a corresponding zeal in the discharge of their duty had been strikingly exhibited. And above all, the Department now knows what is done and what is neglected; and what expenses are incurred, with the reasons for them; and its supervision is equally intelligent and satisfactory.



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