



The Cutter

The Newsletter of the Foundation for Coast Guard History
5006-236th Ave. N.E.
Redmond, WA 98053
Newsletter 22, Spring 2007

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The Loss of a Great Coastguardsman

We mourn the loss of our friend and Lighthouse visionary, CWO4 (BOSN) Kenneth N. Black, USCG, (Ret). Ken “crossed the bar” on 28 January 2007. I was privileged, along with BMC (Ret) George Staples, to be present at Ken’s memorials and represent the Foundation for Coast Guard History and the Coast Guard Tug Foundation (Ken was our “Ancient Tugger”). The following ALCOAST from



COMDT, ADM Thad Allen, typifies Ken’s contributions to the heritage of the U. S. Coast Guard and its history. At the last meeting of the Foundation’s Board of Regents, none could recall, in our combined 100+ years of Coast Guard service, a COMDT ALCOAST in tribute to a CWO – this being generally reserved for pass Flag officers; high praise for CWO Black. Ken was laid to rest in Union, ME with full military honors provided by Rockland area Coastguardsmen. Special thanks are in order for LT Tom Crane, CO of CGC THUNDER BAY, his XO, LTjg Kevin Sullivan, the men and women of Rockland-area units, and, particularly, CWO Paul Dilger, CO of CGC ABBIE BURGESS for their devotion to duty and to CWO Black. Fair winds and following seas, Shipmate.

The Foundation for Coast Guard History



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SUBJ: DEATH OF A COAST GUARD LUMINARY

1. I AM SAD TO REPORT THE PASSING OF A COAST GUARD LUMINARY. CWO KENNETH BLACK (USCG RETIRED) DIED ON 28 JANUARY AT THE AGE OF 83.

2. CWO BLACK LED AN INSPIRED LIFE, BOTH IN THE COAST GUARD AND IN THE YEARS TO FOLLOW. BORN IN 1923, HE ENLISTED DURING WORLD WAR II AND SAW ACTION AT THE INVASION OF OKINAWA . AFTER THE WAR, HE SERVED THROUGHOUT NEW ENGLAND AND THE GREAT LAKES IN VARIOUS CAPACITIES, INCLUDING AS A COMMANDING OFFICER OF A LIGHTSHIP AND A CUTTER. HE CAPPED HIS 32 YEAR COAST GUARD CAREER AS THE COMMANDING OFFICER OF STATION ROCKLAND , MAINE .

3. MANY REMEMBER HIM FOR HIS EXTRAORDINARY CONTRIBUTIONS FOLLOWING HIS CAREER. LARGELY CREDITED AS A LEADER OF THE LIGHTHOUSE PRESERVATION MOVEMENT IN THE UNITED STATES, HE FOUNDED THE MAINE LIGHTHOUSE MUSEUM AND BECAME WIDELY KNOWN AS "MR. LIGHTHOUSE."

HIS INTEREST IN PRESERVATION BEGAN AS AN EFFORT TO SAVE HISTORICAL LIGHTHOUSE ARTIFACTS DURING THE MOVE TO AUTOMATION. HE STARTED WITH EXHIBITS AT COAST GUARD STATIONS, AND THEN AFTER RETIREMENT, HE SPENT YEARS TRAVELING AROUND NEW ENGLAND TO SEARCH FOR PIECES.

AS THE WORD SPREAD, OTHERS STEPPED FORWARD TO DONATE MORE ARTIFACTS. THESE INCLUDED ITEMS OF ALL TYPES AND SIZES, EVERYTHING FROM PRICELESS LENSES TO FOG SIGNALING DEVICES, SOME OF THESE WEIGHING THOUSANDS OF POUNDS.

4. TWO YEARS AGO, WITH THE HELP OF COMMUNITY LEADERS, HIS COLLECTION WAS MOVED INTO THE MAINE LIGHTHOUSE MUSEUM , ESTABLISHED ON THE ROCKLAND WATERFRONT. JUST A FEW WEEKS AGO, IT WAS ANNOUNCED THAT IT WOULD BE CONSOLIDATED WITH THE COLLECTION OF THE AMERICAN LIGHTHOUSE FOUNDATION'S MUSEUM OF LIGHTHOUSE HISTORY. THE MERGER WILL BECOME THE LARGEST LIGHTHOUSE MUSEUM IN THE UNITED STATES.

5. CWO BLACK COINED THE PHRASE, "LIGHTHOUSES ARE LIKE PEOPLE -THEY COME IN MANY DIFFERENT SIZES, SHAPES AND COLORS," WHICH NOT ONLY EXHIBITED HIS APPRECIATION FOR HISTORY AND PRESERVATION, BUT ALSO SHOWED HIS ABIDING RESPECT FOR PEOPLE FROM ALL WALKS OF LIFE.

6. THROUGHOUT HIS 83 YEARS, HE PUT SERVICE FIRST, BOTH TO THE NATION AND HIS COMMUNITY. HE RECEIVED COUNTLESS ACCOLADES AND COMMENDATIONS, AND YET WAS KNOWN FOR HIS HUMILITY. CWO BLACK PRESERVED AN IMPORTANT PART OF AMERICAN HISTORY FOR FUTURE GENERATIONS AND LEAVES A TREMENDOUS LEGACY.

7. ADM THAD W. ALLEN SENDS.

From the Editor... by: Sandy Schwaab
“*Relieving the watch...*”

The FCGH Officers and Board of Regents hope all our members had a wonderful and happy Holiday Season. Another successful year has come and gone for the FCGH (2006 update to follow) and there is renewed enthusiasm for the coming year.

With this edition of The Cutter, the editor’s “watch” has been relieved. Since our inception, CAPT Fred Herzberg has been the stalwart editor of the FCGH newsletter, producing a regular, quality product. As the “JO” takes the conn, I hope to continue Fred’s legacy while bringing a somewhat different approach to our publication. We will continue to provide our members with current projects, information, historical papers and publications, and the 216 years of Coast Guard history. We will also establish some new, recurring departments that should be of interest to our members.

Fred wishes to extend a hearty “BZ” to all who have submitted information and/or corrections to his editorials throughout the past years. Among his “errors and corrections” for the last issue, he requested I include the following:

Regarding the article from CDR Ray Evans (Ret), concerning SM1/c Douglas Munro and himself, Munro was apparently assigned to the USS *McCawley*, (AP-10/APA-4) during the campaigns for Tulagi and Guadalcanal.

CDR Henry Haugen (Ret) writes: “USS *Admiral W. L. Capps* was AT-121, not 120. It was named for RADM Washington Lee Capps, not William. He was an Engineer who died in 1935. The *Capps* was 609-ft, not 512. My father was Commanding Officer.”

Concerning the alcohol consumption of the USS *Constitution*, Fred says he failed to “do the math” on this issue. However, his comment was, “of course they could not have consumed that much, they were Navy. For Revenue Cutter guys, that would have just whet their whistles.”

Finally, we apologize for the missing page numbers in the Autumn 2006 edition. “They were there when the issue went to the printer...”

It is my intention to ensure that this newsletter continues to support and promote the ideals of the FCGH: the preservation and encouragement of Coast Guard history. I would welcome and appreciate comments on this transition edition, as well as additional, future articles. I can be reached at our website, www.fcgh.org – contact us.

Memoria Semper,
Sandy

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Pearl Harbor: A Memoir of Service

By: RM 1/c George C. Larsen, USCG [Edited]

Hitler had already attacked Poland and now was bombing Paris and the USA was talking about drafting young men for the Army. I was 21 years old by then and figured I'd be the first to be drafted, so the last thing I wanted to happen was to be drafted into the US Army. The depression was still going and the work I was doing was only part time warehouse work. Still living at home motivated me to join either the Navy or Marines. I saw a news reel at the local theater about a new record for life-saving by the USCG. It was about launching a life boat and saving a person who had fallen overboard in the open sea. They did it in less than 2 minutes! One of the seamen on the rescue team was a local sailor whom I recognized. After checking out the Navy recruiting requirements, six year enlistments, I found out that the Coast Guard had a 3 year enlistment requirement. So I quickly made up my mind to join the Coast Guard, which I did on October 29, 1939, at the Custom's House in San Francisco, California. I went through boot camp at Port Townsend, Washington. The training camp was in the throes of being organized and we had lots of things go wrong, but we had a lot of training marching in the rain and howling winds of the Pacific Northwest. Most of the recruits came from Omaha, Nebraska and Council Bluffs, Iowa. We played a lot of football on the weekends, that's where I came to respect those Midwesterners; they were tough, healthy young guys!

After training camp, I was transferred to Government Island just before Christmas, Dec. of 1939. How lucky can you get? I was only across the San Francisco Bay from my folk's home in Mill Valley. As you probably know, the Island is now called Coast Guard Island. My first duty there was working on the decommissioned ice-breaker *Northland*. That lasted about a week. Then I was assigned to the cutter *Ariadne*, a 165-foot ship that was doing patrols up and down the California Coast watching for illegal drug drops from foreign ships and any necessary life-saving help that was needed. After 3 months they transferred two of us for duty on the now

famous cutter, the *Roger B. Taney*, W-37, which was stationed in Oahu, Hawaii. We, Scott Berryman Sea 2/c and I, also Sea 2/c, were taken from the CG Base over to Ft. Mason, in San Francisco, on a 75-ft patrol boat, where we boarded the Navy transport USS *Henderson*, AP-1, the transport that carried most of the Asiatic Fleet sailors to China, dropping us off in Pearl Harbor, where we were taken by car to the *Taney*. After 4 months more of training on the *Taney* and swimming in the harbor with Soogee, the ship's mascot -- a female mongrel -- and the crew, I was transferred to the buoy tender *Kukui*, a 185-foot, twin-screw, ancient vessel built around 1909. I made Sea 1/c and started to strike for a rating of radioman early on and made it in about 7 months, thanks to RM 2/c Earle Blackwood. After doing maintenance on automatic range lights, climbing tall towers and handling radio traffic on board, they transferred me to the shore radio station NMO, located at the Diamond Head Light House. The radio station was built in the light keeper's cottage, which was a two bedroom, one bath house. Before starting my assignment there, I had to take a second oath given by Chief Warrant H.M. Anthony, that I would never tell anyone what kind of activity they were doing at this station out side of handling regular commercial and Coast Guard communication traffic. I took this oath very seriously and never told a soul about that activity until 1995 when I saw many articles on that kind of work, the U.S. Navy secret communication work during the war. What they were doing was copying Japanese Army and Navy signals from their Headquarters to all their stations, such as fleet or army orders, or vice versa, we called it the Orange Code. I was ordered to start studying this strange code while working as a regular shore station operator. One of the experts in this field, M.E. Corey RM 1/c, was my instructor, who told me if I became good at this, I would never get out of that assignment! I wondered what he meant by that?

In November 1941, we were ordered to have a loaded .45 pistol at our operating positions; this started much speculation on whether we were going to get in the war with Japan and Germany, it sure looked like it from all the news media

stories we saw. We found out that Army General [Walter C.] Short, the Army Commanding General in control of the Hawaiian Frontier, was afraid of a 5th columnist factor in the Islands, which was the reason for the loaded .45s. On December 7th, 1941, I was awakened at 7:55 AM local time by a rattling and shaking of the building. I had come off watch at 2 AM and was very irritated that an earthquake had broken me out of a good sleep. Earthquakes were quite common in Hawaii. When I realized that it wasn't an earthquake, I blamed the disturbance on the G*%-damned Army and their war games, however my watch partner, who had relived me, came off watch and told me that the USS *Ward*, a WW1 four-stacked destroyer, had depth charged a submarine off the Pearl Harbor entrance. He said, "the *Ward* sent the message into NPM, the navy shore station, and that he only recorded it figuring that we didn't have to send it in to our Headquarters downtown. I said, "you might hear about this from H.M. Anthony," which he did later on. I was getting up by then and just as I slipped my dungaree pants on I heard airplane engine noise approaching, so I quickly ran to the back door of our house and got out side just as the planes were over head. There were three planes flying below the rim of Diamond Head, about 500 feet above me in "V" formation, low-wing type with big red dots on the underside about 2 feet in diameter. They flew right over me, as they disappeared towards Pearl Harbor.

I dashed back in the house to tell everyone that they had to be disguised Army planes, since I was thinking WAR GAMES only!

Boy, was I embarrassed when we realized they were Japanese torpedo planes. Chief Kearns immediately started to organize the group into war-time status, although we still didn't know what was going on, he assigned me back to covering 500 and 2670 KCS (HRZ now), which was OK with me. As we could see the entrance to Pearl Harbor out of one window and the Pacific Ocean westward out of another window from my operating position, I had a

fairly good picture of what those Japanese planes were doing. The first thing I witnessed was three huge geysers of water shooting straight up for about 75 feet, each geyser about 25 feet apart in line from each other. I thought, did an enemy ship fire three heavy shells towards the shore? By now we found out that it was a real attack through the local AM radio broadcast station in downtown Honolulu, so as the geysers were collapsing I braced myself for the impact of the shells as I thought that the whole Japanese Navy was just over the horizon! When no shells arrived, I thought maybe it was bombs dropped from a plane. I thought maybe they were dropped from a high altitude and that strong wind that comes over the mountains from the east probably pushed them past Diamond Head to hit in the ocean between us and the Diamond Head Buoy which we can see from my position. Later on I thought they could have been dropped by accident or some pilot chickened out, but not likely.

The next thing that happened as I was trying to digest all that was happening, I spotted a destroyer coming out of the mouth of the Pearl Harbor entrances showing a lot of smoke coming out of her stack and running very slow, as if she didn't have any power. I watched her as she gained more power and was speeding up when a huge geyser erupted just behind her like she could have dropped a depth charge or a plane had dropped a bomb and luckily missed her.

Later on I found out the name of the destroyer was the *Aylwin* and one of the crew members on board now belongs to our local PHSA. His name is Frank Larsen and he confirmed what I saw that day; we call each brother now, since his last name is spelled exactly like mine, with an E. The next thing that happened was a commercial sport fishing boat called me on 2670 by radio phone and said "an Army Pilot had gone crazy and was shooting at them, wounding a guest on board, a Lt. Colonel, and we are sinking." I sent the MAYDAY message into the District Office! The *Lurline* or *Matsonia*, a Matson passenger ship, called me 500 hrz

wanting to know what was going on and I sent them word that we were being attacked by unknown enemy planes. Chief Kerns and I thought that the answer would be politically correct, since there was no contact with the higher ups at the office downtown, yet we had to play it safe; the second wave was in bombing by then and we could see dog fights and heavy smoke billowing over Hickam Field and Pearl Harbor. At noon, Chief Kerns put me on guard duty with a .45 automatic and a pocket full of .45 cartridges; I put on my dungaree jacket in order to carry an extra clip and those cartridges. I checked out the perimeter of the grounds around the light house to edge of the down slope to the beach and to the highway in the front of our place, while doing so I watched three Army six-by's go past the station loaded with soldiers and unload about 200 yards down the road from our location where an old search light site was located.

About ten p.m. that night I heard 2 rifle shots ring out, I remember those soldiers just past us and thought I better not get too close to that side with nervous soldiers around, it was completely dark and with blackout regulations in effect now, we had to be careful. When the guys inside heard the shots they panicked and sent a message to the District Office by teletype that I had been shot! They were very relieved when I walked into the house and ran into two of the radiomen digging a fox hole in our nice lawn, they thought that the Japanese had already invaded the island. At six a.m., three SOC biplanes (Navy) flew by heading for Pearl Harbor with their running lights on, they were about 500 ft above ground zero, about level with me. As they passed by, I aimed my pistol at them thinking if they were Japanese I maybe could have hit one of them. Just as they passed Ft. Derussy some trigger-happy Army machine gunner let loose with his .30 cal. gun throwing up a tracer every fifth shell trying to hit them; it only took the rest of the anti-aircraft gunners about one second to start firing, the results were they shot down all three planes. I was told that a Coast Guard vessel on patrol near Hilo saw the shells exploding and they thought that it was

another Japanese raid. I patrolled the grounds until 8 a.m., December 8th. After finishing breakfast, I was told to grab a few things like a tooth brush and a change of clothes, cause I was being transferred temporarily to the *Kukui*, they needed an extra operator cause they were going to put out all the automatic lights on the Islands. During our trip to the Island of Kauai and surrounding area, we put out a light atop a 750 foot rock north of Niihau by shooting tracer's at the gas bottle house because it was too rough to land at the only landing spot. It turned dark after we eliminated that light. As we started back we got a message from NPM that there was a Japanese submarine lurking on the east side of Kauai. The skipper got nervous and started running very close to shore on our way to Port Allen, Kauai. We ran aground, we were so close I thought I saw coconut tree branches brush the side of the ship; not really but I was prepared to abandon ship, I had my carton of cigarettes and the strip cipher code boards in their leaded sacks safely in my hands. Being an expert skipper, he got us off easily and we made it into Port Allen early in the morning. While at Port Allen, the Army requested us to help them recapture Niihau Island, as a Japanese fighter pilot had crashed on the Island and had taken control of the natives with the help of two Japanese workers. So we went over to Niihau Island arriving a little after dusk with a squad of Army raider's and four of the ships crew ready to jump ashore for the rescue; they were all armed to the teeth and ready to go. One of the men was my radio partner, an ex-Marine; I wisely volunteered to man the radio shack on board the ship. They came back about midnight with the pilot's belongings. They assembled in the radio shack, as this was the best quarters on the ship to discuss what they accomplished and to view what they found.

They told us that the pilot was dead. That he was killed by a Hawaiian during a fight with the Hawaiian, who started to grapple with the pilot, who was holding him at pistol point-blank range. The pilot fired his pistol three times hitting the native in the groin, thus enraging the Hawaiian who grabbed him around the waist

and turned him upside down and smashed his head into the ground, killing him instantly. The Hawaiian was a 6-foot 6-inch giant and the three shots to his groin apparently didn't affect him that much. They ended the story by telling us that his wife took out a knife and cut both of the pilot's ears off. We then got to inspect all the items they brought back with them. First, there was the synchronized machine gun from the fighter plane, then the fish skin, water-proof wrapping that the pilot had wrapped around his waist containing things like a high school student body card from a local Oahu High School, local maps, money and things necessary if he had to bail out over Oahu. The machine gun still had about twenty bullets hanging from the breach of the gun. I snapped one of the cartridge's from the belt figuring it would be an easy souvenir to keep, which it was, (I gave it to the Kauai Museum on January 10, 1991). I asked where was the pilot and they told me that the wounded Hawaiian they brought aboard had killed him and that the natives were going to bury him on the Island. They thought that the stuff they took from him would be enough to verify that he had been taken care of. One of the Japanese servants committed suicide and the other one wasn't helping the pilot as he was forced to help them. The Hawaiian walked on board the ship and when we got back to Port Allen he insisted on walking from the ship to the ambulance, even though he had three bullets in his groin; he was one tough native.

After putting out all the automatic [lights] around Kauai Island, we headed back to Oahu. Before going into home base at Pier Four in Honolulu Harbor we were directed to go into Pearl Harbor and mark all the shipping hazards in the harbor. It was an ugly sight, being on loud speaker radio watch, I was able to view all the damage that had been done. I could even see the badly bombed out hangers and wrecks over at Hickam Field. After a day of marking all the hazards, we returned to Pier Four, in Honolulu Harbor. The cutter *Tiger* was tied up in front of us and my best friend Scott was stationed on her

now, so we met on the dock as soon as we tied up. He told me they were looking for another radioman and would I like to take the assignment. Without hesitation I said yes; I would like to get on a fighting ship like a sub-chaser. I felt that being on a ship fighting submarines would be better than working at the shore station NMO which was where I would return to after the temporary assignment to the *Kukui*.

I was assigned to the *Tiger*, W-132, the next day. H.M. Anthony came down to the ship to tell me that he wanted me to see him downtown at the District Office that afternoon! So downtown I went and met with Mr. Anthony. All he said was, "Larsen can you copy twenty words a minute?" My answer was "yes." He said, "good, you are now 2nd class." WOW! You could have knocked me over with a feather. This all happened within less than a week!

If you like any of this story, I have written an auto-biography of my WWII adventures and had it published by Author House, a vanity publisher. The title of my book is, "ON THE EDGE Of WAR" and can be ordered directly from the publisher at www.authorhouse.com or through the book hotline at (888) 280-7715.

I agree with all those Coast Guard veterans who are unhappy about the way they have been classified as any thing but military. I'm the President of the San Francisco Bay Area, Chapter Two Pearl Harbor Survivors and there are only two of us (Coast Guard) in this chapter. Our historian has discovered us since I joined the PHSA and has written a very good history about the US COAST GUARD. His name is Martin Hoopes, a retired Navy Chief Yeoman and a member of Bay Area Ch 2 Pearl Harbor Survivors! My friend Scott P. Berryman is now a retired USCG Commander!

Thank you. George C. Larsen (SWEDE) RMI/c, 208-821, 10/29/39 to 11/2/45. I'm really Danish!

WWII VESSEL OPENS AS MUSEUM

From *AP*, 18 December 2006; *The Gainesville (FL) Sun*, 17 Dec 2006.

KEY WEST – A World War II veteran saw the Coast Guard vessel he served on more than 60 years ago dedicated Saturday as this island city's newest museum.

Howard Marshall, 84, of Middleboro, Mass., served as a petty officer on the USS *Mohawk* from 1943 to 1946. Now permanently moored at Key West's Truman Annex, the 165-foot cutter was assigned to North Atlantic escort operations with the Greenland Patrol and launched 14 attacks against Nazi submarines.

"This is the happiest day of my life, except the day I got married" said Marshall, who served on the *Mohawk*. "She was a tough old ship and it means a lot to me for the ship to be preserved."

Built in 1934 for the Coast Guard, the *Mohawk* was used by the U.S. Navy during World War II. The vessel was decommissioned in 1947.

"The *Mohawk* is the last of her tribe of convoy escort ships or patrol gunboats chasing Nazi submarines," said Frans Boetes, founder of the USS *Mohawk* Coast Guard Cutter Military Museum. "The ship is remarkable. Most of the equipment is from 1934 (and) still works."

Areas of the vessel on display in the new museum include the original radio room, bridge, galley, officers' staterooms, crew quarters and sonar room where crewmembers listened for German submarines during the war.

The World War II-era *Mohawk* was the fifth military vessel to bear the *Mohawk* name. The second was a steamer stationed at Key West in the mid-1800s, operating against pirates and slave traders. The sixth and present-day *Mohawk* is a 270-foot, medium-endurance cutter based in Key West.

EXCELLENCE IN BOATING JOURNALISM RECOGNIZED

BWI Annual Writing Contest salutes 45 stories, awards \$15,000 in cash prizes

MIAMI BEACH, FL, February 16, 2007 -- Top marine journalists in the U.S. and beyond were recognized today in an annual writing contest conducted by the membership of Boating Writers International (BWI). Presentations in 15 contest categories representing \$15,000 in awards were made to first (\$500), second (\$300) and third (\$200) place scorers. Each recipient also took home a recognition plaque noting their "Excellence in creating compelling stories about the boating lifestyle through entertaining, educational and inspiring journalism." In addition, all move into a "Phase II" competition which culminates in a single selection honored with the West Marine Writer's Award and \$5,000 grand

prize at the Ft. Lauderdale Boat Show next fall.

In its 14th year, the BWI contest attracted 189 participants submitting 598 entries. In addition to cash awards, Certificates of Merit were presented to writers of another 39 articles which scored within 95 percent of third-place tallies in each category. All submissions to the contest were published in 2006. Each of the 15 categories was judged by four active journalists in the first few weeks of the new year.

BWI is a non-profit professional organization consisting of writers, broadcasters, editors, publishers, photographers, public relations specialists and others in the communications profession associated with the boating industry. Members include active marine journalists across the U.S., in Canada and around the world, supporting marine manufacturers and service entities, and associates in communication roles. More information about BWI is available by visiting www.bwi.org.

[Ed.] The BWI awards are a milestone for maritime writers of all seafaring genres.



CGC MOHAWK (WPG-78)

Among the awards, there are 15 categories which include topics such as: Boating Columns, Boating Lifestyles, Boating Profiles, Travel or Destinations, Boating Adventures, Boat/Engine Care and Maintenance, and Ethics and the Environment, among others. Our focus falls to **Boating Adventures** – sponsored by **Discover Boating**. The award winners were:

1st, “Pressure Drop” by Melanie Neale(Soundings, January);

2nd, “Hurricane Baby” by Martha LaGuardia Kotite (from the book *So Others May Live--Coast Guard Rescue Swimmers: Saving Lives, Defying Death*);

3rd, “Hooligan Heroes” by David W. Shaw (Offshore, December). Certificates of Merit to: “Passage South” by Betsy Haggerty (Voyaging, Fall); “High Speed Delivery” by Eric Colby (Speed Boat, July); and “Making Our Way Around South Florida” by Bill Lindsey (Southern Boating, July/Aug).

Our congratulations go to the entrants and winners in all categories of the competition, but particularly to Martha LaGuardia-Kotite for her story of one of the highest profile missions of the Coast Guard. For those (few?) that may not have yet seen the movie, [The Guardian](#), the Coast Guard rescue swimmer is immortalized in this film and dramatizes Martha’s efforts; the film is highly recommended.

Did You Know...?

The Bureau of Marine Inspection and Navigation which became part of the Coast Guard in 1942 (for the duration of WWII, and permanently in 1946), really had its beginning, or at least its inception, in 1824, when, as a result of the increasing number of lives lost in steamboat disasters, the Congress directed the Secretary of the Treasury to conduct an investigation of the causes. When steam boilers first came into general use in vessels, more blew up than ran, notwithstanding that they carried a pressure of not much more than thirty pounds. When, however, it is considered that these boilers were built square and used sea water, the wonder is that they all did not explode. The result of the investigation by Secretary William H. Crawford was embodied in a report to Henry Clay in which the Secretary said: “In answering this, a resolution of the House of Representatives directed to the Secretary of the Treasury to report to the House the causes of the fatal disasters of steamboats, I have the honor to submit the [i]nclosed correspondence collected on the subject, and I am of the opinion that legislative enactment is calculated to do mischief rather than prevent disasters.” It would be another fourteen years and the major loss of the SS *Pulaski* and over 200 souls, many prominent members of upper-class U.S. society that Congress finally enacted the Steamboat Inspection Act of 1838 – “*to provide for the better security of the lives of passengers on board steam-vessels.*”

FCGH Book Reviews

Welcome to our latest addition to *The Cutter*. We hope to make this a regular feature in each edition – who better to critique Coast Guard history than Coast Guard Historians? This issue’s reviews are presented by CAPT Bob Desh, member of the FCGH Board of Regents and staff officer at CGD9. Future reviews may be developed by the Editor or any member who would care to provide insight to a Coast Guard-oriented publication or a work of general U.S. history that may be of interest to our members. If you would care to submit a review, please send it to your editor at snsschwaab@cox.net. Be sure to include your name and affiliation and all appropriate bibliographic information for proper reference.

From CAPT Bob Desh:

Greetings from the frozen shores of Lake Erie! Winter is a wonderful time to curl up in front of roaring fire and enjoy a good book on Coast Guard history. I offer the following brief reviews of books that are good choices for your winter reading.

A quick search under the topic “Coast Guard” on Google, Yahoo, or any of the other available on-line search engines will yield an abundance of books on Coast Guard history. The generated list will undoubtedly include countless books that should be purchased, read, and added to your personal collection, but this is not the only way to find good reads on CG history. The first two books reviewed are not specifically or solely focused on the Coast Guard. Nonetheless, they provide insightful glimpses into the Coast Guard’s past.

IN A FAR COUNTRY: The True Story of a Mission, a Marriage, a Murder, and the Remarkable Reindeer Rescue in 1898 by John Taliaferro. Public Affairs, 250 West 57th Street, Suite 1321, New York, NY 10107. ISBN 978-1-58648-221-3. Hard cover, 400 pages, \$26.95.

Even the most casual of Coast Guard history buffs is familiar with the “Overland Relief Expedition.” This astounding drive of a herd of reindeer across the frozen tundra of northern Alaska to save ice stranded whalers during the winter of 1897-98 would become a thing of legend in the annals of Revenue Cutter

Service and Coast Guard history. It made Ellsworth Bertholf, Samuel Call, and David Jarvis heroes. *In a Far Country* tells the story of the “Overland Relief Expedition” and much, much more. Focusing on the lives of Tom and Ellen Lopp, a dedicated and remarkable missionary couple, it provides a fascinating look into life in Alaska in the waning days of the nineteenth century. Through John Taliaferro’s skilled use of the written word, we are allowed to peer through an open window in history and enjoy the Lopp’s rugged, but happy lives at their mission on Cape Prince of Wales and their compassionate dedication to the native peoples. Even those with little interest in Coast Guard history will enjoy this easy and insightful read. For the CG history enthusiast, the background information on Alaska and the details about the challenges faced by the Revenue Cutter Service are irresistible. Along with Lieutenants Jarvis and Bertholf, and Dr. Call, Captain “Hell-Roaring Mike” Healy, his wife, and other USRCS officers and crewmen play key supporting roles in this well-told, dramatic saga in the high latitudes of Alaska. Through Taliaferro’s polished prose, the reader comes to know and admire these legends of the USRCS and a host of other remarkable characters, including Charlie Antisarlook and the other native herders who were key to the success of the “Overland Relief Expedition.” *In a Far Country* is a must-read for anyone even remotely interested in this fascinating chapter in Coast Guard history, as well as anyone who enjoys a good adventure story.

GREAT LAKES CRIME, Murder, Mayhem, Booze & Broads by Frederick Stonehouse. Avery Color Studios, Inc., Gwinn, Michigan. ISBN 1-892384-25-6. Soft cover, 217 pages, \$15.95.

As with *In A Far Country*, this is not a book solely about the Coast Guard, but it is filled with many wonderful tales of Coast Guard history. Written in Fred Stonehouse's entertaining and easy-going style, this great collection of sea stories provides insight into the many challenges the Coast Guard faced in days gone by on the great inland seas of the North. Covering everything from piracy to the adventures and transgressions of sailors ashore, this fascinating little book is filled with raucous tales and rare photographs. Anyone with even a passing interest in nautical history will thoroughly enjoy the chapter on "Rum Running," and the astounding stories of the free-fire zone that was the Great Lakes during prohibition. The following quote from the book gives insight into life as a Great Lakes Coastie in the wild and woolly days of the roaring twenties: "Captures were not always gentlemanly affairs of the 'you caught me fair and square' variety. As the Coast Guard craft stalked the smugglers, the black of night was often streaked with the flash of gunfire. As the war between the Coast Guard and the smugglers went on, violence became more common. Many rum runners were only apprehended after their boats were riddled with machine gun fire." Another intriguing chapter chronicles the takeover of Beaver Island by a band of Mormon pirates led by the infamous James Strang. In a strange twist to this tale, Strang was instrumental in getting a much-needed lighthouse built on the island at St. James Harbor. On the down side, Strang managed to get one of his men installed as the Keeper at the nearby Aux Galets (Skullagalee) Light—complaints of false signals from the light to draw ships aground for pirate plunder were soon

prevalent. *Great Lakes Crime* is a book you will want to read over and over and is a must for any complete Coast Guard history library.

IMAGES OF AMERICA, Guarding Door County, Lighthouses and Lifesaving Stations by Stacy and Virginia Thomas. Arcadia Publishing, Chicago IL. ISBN 0-7385-3423-4. Soft cover, 127 pages, \$19.99.

Now this is a publication that could truly be called a Coast Guard history book. A recent addition to the *Images of America* series, this is the perfect book for those who like their Coast Guard history with plenty of pictures. Filled with a wonderful collection of images from the early days of the U. S. Lighthouse Service and the U. S. Lifesaving Service on the historic Door Peninsula of Wisconsin, this is a fascinating look at Coast Guard history. Known as the "Cape Cod of the Midwest," the Beautiful Door Peninsula separates Green Bay from Lake Michigan. Rich in maritime and ship building history, the treacherous passage at the northern tip of the peninsula is appropriately named Porte Des Morts—Death's Door. First visited by French explorers in 1634, Door County is home to 12 lighthouses and two active Coast Guard stations. At one time, a third station guarded Bailey's Harbor. An easy read, this beautiful little book devotes its first chapter to a well-written brief history of the Coast Guard. Like all the chapters that follow, chapter one is filled with wonderful historic photos of the Coast Guard in action. By book's end, the reader will want to start making plans for a vacation trip to Door County to visit all the wonderful lighthouses and historic sites chronicled in its pages. This book is an essential edition to the library of anyone interested in the history of the Coast Guard on the Great Lakes. You will look at the photos over and over again.

**Change of the Watch:
Gold Ancient Mariner Selection**

From COMDT Note of 27 February 2007

“On 27 April 2007, Vice Admiral Robert J. Papp, Jr. will assume the title of Officer “Gold” Ancient Mariner from Captain Michael A. Jett during ceremonies in Miami, FL. CAPT Jett is retiring after almost 40 years of service and more than 17 years of sea duty. VADM Papp will become the thirteenth Officer Ancient Mariner since the inception of the program in 1978.

The Ancient Mariner Award recognizes the officer and enlisted person with the earliest designation as a permanent Cutterman and requires a minimum of ten years 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.

Congratulatory letters and emails may be sent to VADM Papp at Coast Guard Headquarters.”

Establishment of Captain David P. Dobbins SAR Award

Excerpted from: Ninth Coast Guard District Message of 9 Jan 2007

“For the past several years, the Ninth District’s Search and Rescue (SAR) program has presented “SAR TEAM 9” Awards to units and personnel who have distinguished themselves in the prosecution of noteworthy SAR cases. This award program has been a tremendous success in recognizing SAR excellence and in inspiring future diligence in execution of the SAR mission. In an effort to implement the District Commander’s guiding principle of embracing Coast Guard history from ‘Message One’ and more closely link today’s outstanding SAR efforts with our heritage as a lifesaving service, CGDNINE (drm) is re-designating the SAR TEAM 9 award as the Captain David P. Dobbins Award for SAR Excellence.

The Award will be presented in recognition of outstanding action, judgment, persistence, and

professionalism while prosecuting SAR missions on the Great Lakes. It links the performance of today to the heritage of Captain Dobbins, named first Superintendent of the U.S. Lifesaving Service’s Ninth District in 1876.

CGDNINE units may submit recommendations for the Captain David P. Dobbins Award to CGDNINE (drm). Suitable recommendations are SAR cases that are not anticipated to be recognized through the CG Medals and Awards System, but rise well above routine SAR cases. Nominations may be for CG Active Duty, Civilian, Auxiliary, or Reserve entities, as well as other agencies and Good Samaritans. Direct questions regarding the award process to Mr. Jerome Popiel at 216-902-6112.”

PROJECT NEWS

Your ongoing support and contributions to the FCGH assist us in fulfilling important research in USCG historical projects. The following updates represent just two of our current projects and “the depths” to which your organization can go to preserve our heritage.

WHITE PAPER

*Dr. William H. Thiesen
LANTAREA (Ae)
(757) 398-6643
1 December 2006*

**SUBJECT: MINOT’S REEF LIGHTHOUSE
WRECK SURVEY**

BACKGROUND/PURPOSE: Minot’s Reef lies five miles outside of the entrance to Boston Harbor. Up to 1848, it had cost the lives of forty mariners whose vessels wrecked on its rocks. Between 1848 and 1850, a revolutionary new iron structural lighthouse was installed on the rock. Within a year, a storm had washed the lighthouse and its light keepers into the shallow water surrounding the reef. The purpose of this white paper is to provide information regarding the usefulness and value of a Minot’s Reef Lighthouse Wreck Survey project.

DISCUSSION: The Minot’s Reef Lighthouse Wreck Survey would benefit the Coast Guard in three ways. It would provide much needed training for Coast Guard personnel, the service could survey the lighthouse wreckage for the first time since its 1851 loss and it would grant the Coast Guard an opportunity to work closely with other state and federal agencies.

- Since the 1851 date of the loss of Minot’s Reef Lighthouse and its two light keepers, there has been no documented underwater survey of the wreck site to determine what remains on the bottom. This project would aid the Coast Guard in understanding what happened to the facility and in protecting and preserving its remains.

- District One hosts Coast Guard personnel and assets well equipped for underwater surveys such as this project. Marine Safety and Security Teams (MSST) are equipped with Remotely Operated Vehicles (ROV), and their divers require regular underwater time for training purposes. Coast Guard buoy tenders (WLMs and WLBs) are equipped with side-scan sonar and can serve as an ideal platform to hold divers and support staff. Coast Guard dive personnel have indicated that shallow water field work such as this would provide an ideal opportunity for MSST team members to practice their skills and to cooperate with Aids to Navigation (ATON) assets, such as the WLBs or WLMs.

- The National Oceanic & Atmospheric Administration (NOAA) and the State of Massachusetts have both expressed an interest in cooperating in the survey of the Minot’s Reef Lighthouse wreck site. This project would provide an opportunity to work with these state and

federal agencies and pave the way to future collaborations with these organizations.



IMPACTS:

- Preserve USCG artifacts and history
- Learn lessons from past events in Coast Guard history
- Dive training for USCG personnel through underwater field work
- Practice for USCG personnel in the use of ROV and side-scan sonar technology
- Provide experience in MSST-ATON interoperability
- Collaborate with state and federal agencies; positive public relations impact through news, history, and scientific media outlets.

[Dr. Thiesen is the Coast Guard Historian for the Coast Guard Atlantic Area (LANTAREA) and is one of only two “field” historians in the USCG. The FCGH is cooperating in this effort, through Regents Bob Desh and Sandy Schwaab, providing historical and contact information, and developing a memorial plaque (shown above) to be placed on the bottom at the wreck site; another indicator of the “heights and depths” the FCGH is willing to span to promote and preserve Coast Guard History.]

PROJECT NEWS 2: “GUARDIAN SPIES: THE SECRET STORY OF THE U.S. COAST GUARD AND THE OSS DURING WORLD WAR II”

In the buildup to America’s entry into World War II during the summer of 1941, President Roosevelt empowered William J. Donovan of New York, a highly decorated World War I veteran and recipient of the Medal of Honor, with a directive to stand up the office of the Coordinator of Information (COI). In 1942, the COI became the Office of Strategic

Services (OSS), laying the foundation for what eventually became the Central Intelligence Agency (CIA). The men and women of the COI, and later the OSS, were recruited from America's elite colleges and universities, federal agencies, and military services to collect and analyze information as one of the primary directives provided by the president. But equally important was the "supplementary activity that would facilitate securing information important for national security..."¹ meaning the responsibility to conduct covert, counter-intelligence and espionage operations.

Throughout the years the history of the Office of Strategic Services has been well documented, but what is little known is the relationship between the Office of Strategic Services (OSS) and U.S. Coast Guard, including the SECRET history of the Coast Guard men attached to the OSS during World War II in Europe and the China, Burma, India (CBI) Theater of Operations. Primary source research at the National Archives, and an Oral History Project sponsored by the Foundation for Coast Guard History, documents the untold story of the SECRET Coast Guard/OSS relationship. It includes the creation of the office of the Coordinator of Information (COI) and its use of Coast Guard signals intelligence intercepts, and the SECRET "Philadelphia Plan," in which the OSS worked with the Coast Guard to utilize its newly-created Auxiliary to enhance domestic port security operations. Especially important were the Coast Guardsmen who were recruited for their swimming, diving, boathandling, and signaling skills; these men were at the heart of OSS operations.

In his July 1945 report to Chief of the OSS Maritime Unit in Washington, D.C., LT John Babb (USNR), Chief of the OSS Maritime Unit in the India, Burma Theater, said:

Enough cannot be said in the praise of these [Coast Guard] men and the remainder of the group which joined on 13 January, for the spirit

in which they took up their new assignment and the cooperation and loyalty that they gave us.

*Their lot was not an easy one, but their previous training proved invaluable. They were engaged in the infiltration of agents where the existence of the enemy was known and in working their way many miles into enemy lines through mangrove swamps under enemy outposts, and dodging enemy M.L's. We can be thankful that no men were lost through enemy action.*²

From OSS Detachment 101 and 404 air and maritime operations, to the Operational Swimmer Groups referred to as "Frogmen," which later became the foundation for Central Intelligence Agency covert operations, U.S. Navy SEALs, and Special Operations Command, this research documents and analyzes not only the archived history of these operations, but also the individual stories of the 56 Coast Guard men who were pioneers of the OSS.

¹ CIA.gov

² National Archives. OSS Files. Record Group 226-92-549-13. "Burma War Diary." Drafted by LT Jon Babb, Chief Maritime Unit, India, Burma Theater. July 1945. The "Burma War Diary" provides a summary of the activities of the MU in Burma, listing names, missions and responsibilities of the men conducting covert and sabotage operations in that theater up until the MU was disbanded after D Day. Many of the men from Operational Swimmer Group 2 (OSG) were Coast Guard members. LT John P. Booth (USCGR), recipient of the Bronze Star for his service with the OSS in the Burma Theater, was the Commanding Officer in the field of OSG2. These "Frogmen" from the OSG later became the foundation for CIA covert operations, the U.S. Navy SEALs and Special Operations Command.

2006 FCGH Accomplishments Update

Each year, the FCGH endeavors to update our members on the past year's accomplishments. Below is a compilation of our 2006 activities. Further information is contained in several articles.

- Provided detailed critique of draft of USCGA Tour Guide
- Provided funding for filming Stuart Graham and Sergi Sikorski discussing early development of helicopters. Stu is Helicopter pilot #2
- Provided funding for Summer Intern in CG Historian's Office.
- Provided a plaque and 20,000 brochures for the new USCGC *Mackinaw* Museum upon the vessels decommissioning.
- Provided a brick for the Coast Guard Memorial Plaza in Baltimore, MD.
- Filmed and edited the life story of YNCM Phil F. Smith, the second MCPO-CG
- Provided consulting services and participated in dedication of "Coast Guard Walk of History" at Grand Haven, MI.
- Provided stipend to Dennis Noble to assist in research on Captain Cantwell.
- Provided funding to LT Michael Bennett for research on CG role with Office of Strategic Services (OSS) in WW II.
- Continued efforts to improve public access to CG Museum/NW with at least some success in signage to inform the public.
- Announced 2006 FCGH Awards:

Best Book on Coast Guard History:

Novak, Edited by Capelotti: [Life and Death on the Greenland Patrol](#)

Best Book on Lighthouses/Aids to Navigation:

O'Neil: [Images of America: Point Sur](#)

Heritage Awards:

CDR Maurice Gibbs, USN, Ret. for his work for the United States Lifesaving Heritage Association, the Nantucket Life-Saving Museum, and the Nantucket Historical Association.

CWO4 Ken Black, USCG, Ret. for his decades of devotion to saving and displaying lighthouse artifacts. The Maine Lighthouse Museum in Rockland, ME is a direct result of his work.

Unit Award, Large Unit:

USCG Training Center, Yorktown, VA

Unit Award, Small Unit

Station Merrimack River, Newburyport, MA

Recommended Reading List

In the Foundation's continuing effort to educate the public and our membership, an occasional update to our reading list is appropriate. Regularly, new publications regarding Coast Guard history arrive at the presses. Since our last issue, CAPT Herzberg has recommended inclusion of several other publications. I have added a few from my own bookshelf that have gone previously unnoted, but deserve your reading pleasure. We will continue to update this section on a regular basis.

So Others May Live: Coast Guard Rescue Swimmers: Saving Lives, Defying Death, by Martha LaGuardia-Kotite; (ISBN: 1592289312).

The 1954 Historic Arctic Adventure of the Northwind, by Phil Jaffe; (ISBN: 1932657606).

The USCG on the Great Lakes, by Tom Ostrom; (ISBN: 193276271X).

A few additions from the Editor's bookshelf:

Alexander Hamilton: A Life, by Willard Sterne Randall, Harper-Collins, 2003; (ISBN: 0-06-019549-5).

The Coast Guard Under Sail: The U.S. Revenue Cutter Service, 1789-1865, by Irving H. King, Naval Institute Press, 1989; (ISBN: 0-87021-234-6).

Bering Sea Escort: Life Aboard a Coast Guard Cutter in World War II, by Robert Erwin Johnson, Naval Institute Press, 1992; (ISBN: 1-55750-400-8).

Swamp Sailors in the Second Seminole War, by George E. Buker, Board of Regents of the State of Florida, 1997; (ISBN: 0-8130-1514-6). An interesting blend of the U.S. Navy & Revenue Cutter Service at war.

Exploding Steamboats, Senate Debates,

and Technical Reports: The Convergence of Technology, Politics, and Rhetoric in the Steamboat Bill of 1838, by John Brockmann, Bayword Publishing Co., Inc., 2002; (ISBN: 0-89503-266-X). The beginning of the USCG Marine Safety branch.

The Coast Guard Navy of World War II, by William E. Knight, QMC, USCG, Ret., 1998; (ISBN: 0-9668681-0-2).

Harbor of Refuge, by Stephen Jones, W.W. Norton & Co., New York, 1981/2000; (ISBN: 0-939883-07-4). A great read for Coasties who have served in remote light-houses.

A new addition to our selected readings (Book review to appear in our next edition).

Friends in Peace and War: The Russian Navy's Landmark Visit to Civil War San Francisco by C. Douglas Kroll, Potomac Books, Inc., Washington, DC, 2007; (ISBN: 1-59797-054-9). Using both Russian and U.S. documents, Dr. Kroll describes why the Russian Pacific Squadron came to San Francisco in 1863 and what happened during their almost year-long visit. The book gives a thorough examination of the Russian's visit and its social, diplomatic, and military impact. The **USRC SHUBRICK**, Capt. Charles Scammon, Commanding, plays a key role in this visit and is prominently mentioned throughout the book.

The End of a Generation

Raymond O'Malley, sole remaining survivor of U.S.C.G.C. Escanaba dies.

(Grand Haven Tribune, Grand Haven, Mich.)

Friday, Mar 09, 2007

BY ALAN INGRAM aingram@grandhaventribune.com

Almost 64 years after his near-death experience in the northern Atlantic Ocean, Raymond O'Malley, the lone remaining survivor of the U.S. Coast Guard Cutter Escanaba, died at Northwestern Memorial Hospital in Chicago late this morning. He was 87.

O'Malley died from health complications due to emphysema and lung cancer, with his son, Peter, and daughter-in-law, Deborah, at his side. Ray O'Malley's wife, Dolly, was at home in Chicago.

"He went peacefully, finally," Peter said, adding his father lived seven months longer than doctors originally expected.

While Peter said his father had still been living rather comfortably at home, it had been harder on him in recent months, as he was taking pain medications and oxygen. He was admitted to the hospital Wednesday.

The Escanaba, on which O'Malley served, was built in 1932 and was stationed in Grand Haven until the beginning of World War II, according to the U.S. Coast Guard's Web site for the current ship, which is the third one bearing the name.

At about 5 a.m. on June 10, 1943, during what was supposed to be the ship's final mission, the Escanaba was hit by an enemy torpedo in the north Atlantic Ocean. The ship sank within 10 minutes, according to the Web site.

O'Malley, who was a first class seaman when the ship sank, and Boatswains Mate Second Class Melvin Baldwin were the only survivors. Baldwin died in 1964.

Each year, on the anniversary of the sinking, the crew members of the current Escanaba hold a memorial ceremony. The ship's captain called O'Malley each year, by either phone or radio, depending on if the ship was in port or at sea, to report the status of the Escanaba III.

And each year, during Grand Haven's Coast Guard Festival in August, O'Malley has participated in the National Coast Guard Memorial Service. O'Malley never missed the annual service, which first began less than two months after the Escanaba sank.

"He was glad to make it," Peter said, explaining his father only stayed for the memorial service because of his health. "He was hoping to make it one more time."

WELCOME ABOARD

The FCGH Board of Regents is pleased to welcome three new members to its staff of volunteers. As always, we strive to bring the best Coast Guard minds, historical ideas, and backgrounds to our collective decisions and contributions. Please join us in welcoming:

CAPT Robert C. Ayer, USCG, Ph.D. Rob is a 1979 Government major graduate of CGA. Following tours as Deck Watch Officer (DWO) in cutter *Vigilant* and Commanding Officer (CO) of CGC *Point Knoll*, he attended post-graduate school at the Fletcher School of Law & Diplomacy at Tufts University, earning an MA. Since 1985, he has been assigned as an instructor in the USCGA Humanities Department, and was selected in 1986 as Permanent Commissioned Teaching Staff; follow-up Graduate school earned him a PhD from the Fletcher School in 1993. He has continuously taught U.S. Maritime History and International Relations, served as Assistant and Associate Dean of Academics, Government Section Chief and Humanities Department Head, and is currently the CGA Senior Military Professor.

Prof. C. Douglas Kroll, Ph.D. Doug is also a CGA graduate, class of 1971. His Coast Guard tours included DWO in cutter *Blackhaw*, CO of Loran Station Yap, and tours in the Third District at Base New York and Chief of Boating Safety. Following his obligation to the Coast Guard, he entered the Luther Theological Seminary, was ordained, and entered the U.S. Navy Reserve Chaplain Corps, retiring as a Commander. Doug received his PhD in History from Claremont Graduate School and is currently an Assistant Professor of History at College of the Desert, CA, teaching both halves of the U.S. History survey courses. A recent member of the USCG Auxiliary, Doug continues to represent the Coast Guard at college fairs and Service Academy information sessions. He is the author of Commodore Ellsworth P. Bertholf; First Commandant of the Coast Guard. [Ed.: His second book is noted in Recommended Reading]

CAPT James F. McEntire, USCG, Retired. Jim grew up in Athens, Georgia and graduated from the Coast Guard Academy with a BS degree in 1972. After junior officer tours in cutters *Pontchartrain* and *Steadfast*, and CG Headquarters, he served as Executive Officer (XO) of cutter *Sagebrush* and CO of cutter *Salvia*. Jim earned a Master of Public Administration from George Washington University in 1987 and began a new track to his career, serving with the Department of Transportation (DOT) and in various Strategic Analysis positions with the Coast Guard and Department of Defense (DOD). CG Headquarters and Departmental positions were bolstered by assignments as CO of cutters *Spencer* and *Mellon*. Strategic analysis at CG HQ carried Jim through his retirement from the USCG in 2000, after 28 years of service. Upon retirement from the Coast Guard, Jim entered the Federal Civil Service with the DOT. He was promoted to the Senior Executive Service in 2003, initially working in the Department of Labor, and retired from the Department of Homeland Security in 2006.

The Maine Lighthouse Museum Seeks Your Support

By: Bob Trapani, Jr. [Edited]
Director, Maine Lighthouse Museum (MLM)
Exec. Director, American Lighthouse Foundation (ALF)

“Few individuals are able to come into the lives of countless people near and far to make a lasting difference in the quality and meaning of our American life [and maritime history]. Ken Black was one of those rare and special individuals. From his decorated U.S. Coast Guard service of 32 years, to his tireless efforts to save and share precious [artifacts] that pay tribute to our American lighthouse history for another 30-plus years, Ken was the definition of a selfless hero. With Ken’s passing in January, 2007, he leaves behind a standard of excellence ... simply put, there will never be another Ken Black.

There can be no better way to honor our dear friend and comrade than to put forth our best efforts in protecting the very things he held dear and fought so hard to save ... the artifacts and history that speaks to our very souls about who the U.S. Lighthouse Service and U.S. Coast Guard were and why we must ‘keep the light shining’ on the legacies of these two great services.

How can we come together to make a difference in memory of ‘Mr. Lighthouse?’ By making a much needed donation to the Maine Lighthouse Museum in Rockland, ME, the gleaming home to Ken’s life-long dream.

Today, the Board of Trustees for the MLM is working ... to purchase the museum space that houses Ken’s dream so that we collectively ensure that the building at One Park Drive in Rockland remains home to Ken’s life work in perpetuity. [The building is currently owned by Bank of America, leased to the city of Rockland, and sub-let to the MLM; a tenuous position given that Ken’s original Shore Village Museum was sold out from under his collection.] The cost of owning the Museum space ... is \$227,500 – a financial figure that is, presently, not in hand, but one that we must raise to ensure that the general public will always have the opportunity to enjoy and learn of an unprecedented Lighthouse and Coast Guard collection.”

[**Editor’s Note**]: This effort is fully supported by the FCGH Board of Regents. Please consider making a donation today to this worthwhile cause and the memory of CWO Ken Black. Make your tax-deductible checks payable to: *Maine Lighthouse Museum* and send to:

Maine Lighthouse Museum
Ken Black Memorial
P. O. Box F
Rockland, ME 04841
Or call: 207-594-3301

Contributions are the lifeblood of the Foundation. Please put The Foundation for Coast Guard History on your list for a tax deductible contribution. Our list of accomplishments is large but could be larger and have greater impact with your help. Be generous. Join your comrades in preserving our heritage. Thank you.

Membership Options

Student, Junior Enlisted (E-1 to E-6)	_____	\$10
Individual	_____	\$50
Life	_____	\$500
Life (Installment Plan) \$100 per year for 5years		
Corporate	_____	\$1000
Benefactor	_____	\$10,000

Web Site: www.fcgh.org