

The Cutter

The Newsletter of the Foundation for Coast Guard History

391 Brookview Dr.

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Luxemburg, WI

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San Jacinto, CA, USCG Monument Dedication

By: Doug Kroll

For the last eight years, the City of San Jacinto, California, has dedicated either a plaque or a piece of equipment memorializing a branch of the armed forces or a specific war or military action at its Druding Park. In addition to plaques for Desert Storm and the Vietnam War, it has an Army M-60 tank, an 11 ton anchor from the U.S.S. *Cleveland*, and a refurbished propeller from a WWII B-17 bomber. The city wanted to add a monument to honor the Coast Guard, but was unable to locate some type of Coast Guard memorabilia to display at their park that could withstand the elements.



San Jacinto Coast Guard Memorial

While wondering what to do, Mayor Jim Ayres (who grew up on the Atlantic coast) discovered a fantastic replica of a light house on-line. City officials decided that since the Coast Guard oversaw lighthouses for many years and, because the Coast Guard kept an eye on the nation's coasts, a lighthouse

(Continued on page 5)

The Foundation for Coast Guard History



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ALCOAST 107/08
COMDTNOTE 5360

SUBJ: DEATH OF CG FLAG OFFICER

A. USCG REGULATIONS, COMDTINST M5000.3(SERIES), ART 14-8-7

1. I AM SAD TO REPORT THE PASSING OF REAR ADMIRAL J. DAVID SPADE, USCG, RETIRED. AFTER A LONG BATTLE WITH CANCER, HE DIED ON TUESDAY, 26 FEB 2008 IN TAMPA, FL. HE WAS 64.

2. A MEMORIAL SERVICE WILL BE HELD AT THE CG ACADEMY CHAPEL ON A DATE TO BE NOUNCED BY FUTURE ALCOAST.

3. ADMIRAL SPADE WAS A 1965 GRADUATE OF THE COAST GUARD ACADEMY AND RETIRED IN 1999. HE SERVED WITH DISTINCTION THROUGHOUT HIS CAREER AND WAS KNOWN FOR HIS STRONG LEADERSHIP AND IMPACT ON MANY COAST GUARD MEN AND WOMEN. THOUGH HE WAS A COMMITTED CUTTERMAN, SERVING ABOARD SIX CUTTERS AND COMMANDING THREE, HIS INTERESTS AND TALENTS WERE BROAD IN SCOPE. HE WAS AN ECONOMICS INSTRUCTOR AT THE COAST GUARD ACADEMY AND SERVED ON THE FACULTY OF THE INDUSTRIAL COLLEGE OF THE ARMED FORCES. IN THESE ASSIGNMENTS, HE TAUGHT MANY OF THE OFFICERS IN SENIOR LEADERSHIP POSITIONS IN THE COAST GUARD AND GOVERNMENT TODAY. AS A REAR ADMIRAL, HE WAS APPOINTED DEPUTY COMMANDER OF JOINT INTERAGENCY TASK FORCE EAST AND LATER COMMANDED THE THIRTEENTH COAST GUARD DISTRICT.

4. THOSE HE LED DESCRIBED HIM AS A LEADER WHO ALWAYS SAW THE BEST IN PEOPLE, AND CHALLENGED THEM TO STRIVE TO REACH THEIR FULL POTENTIAL. ADMIRAL SPADE ALSO SERVED HIS COMMUNITY BEYOND THE COAST GUARD, AND WAS TWICE HONORED AS A "NAVY LEAGUER OF THE YEAR" FOR HIS SELFLESS EFFORTS. THROUGHOUT HIS LIFE, HE PUT SERVICE FIRST, BOTH TO THE NATION AND HIS COMMUNITY. HE LEAVES A TREMENDOUS LEGACY.

5. ADMIRAL SPADE IS SURVIVED BY HIS WIFE LINDA, SON MIKE AND DAUGHTER KRISTY. NO FUNERAL SERVICE IS PLANNED.

6. IN LIEU OF FLOWERS, THE SPADE FAMILY REQUESTS THAT DONATIONS BE MADE IN ADMIRAL SPADES NAME TO:
MULTIPLE MYELOMA RESEARCH FOUNDATION
383 MAIN AVENUE, 5TH FLOOR
NORWALK, CT 06851
PHONE: 203-229-0464
EMAIL: INFO(AT)THEMMRF.ORG.

7. AREA COMMANDERS, DISTRICT COMMANDERS, AND MLC COMMANDERS TAKE APPROPRIATE ACTION TO ADVISE SENIOR RETIRED OFFICERS RESIDING IN THEIR DISTRICT. HEADQUARTERS SUPPORT COMMAND (A-4) IS RESPONSIBLE FOR THE WASHINGTON, DC, AREA.

8. INTERNET RELEASE AUTHORIZED.

From the Editor...

by: Sandy Schwaab

We all hope that our members had a wonderful winter holiday season. Spring is finally arriving in the “frozen” north of New England – well overdue.

I can only assume that we all watch a certain amount of television during a day – at least to “enrich” our minds. Let me direct your attention to the Discovery Channel – specifically, “Dirty Jobs,” hosted by Mike Rowe (also host of “Deadliest Catch,” for those of you who may have served in Alaska). Two episodes bear viewing by all former Coasties and our supporters. On 29 Jan 2008, “Buoy Cleaner” premiered. Filmed aboard CGC *Aspen* in San Francisco, Mike cleans a channel buoy – for those who have ever done this job, “smell-o-vision” is not necessary. Premiering on 13 Mar 2007, Mike crawls in and cleans the propulsion boiler of the steam yacht *Medea* (at the San Diego Maritime Museum), preparing for USCG Inspection. Any former Engineering Inspector or Boilerman will appreciate Mike’s punching tubes, climbing into the fire-box and mud drum, and the complications of “one way in – one way out.” These episodes may be found at www.dsc.discovery/fansites/dirtyjobs/episode/episode.html. They may be downloaded to your computer, or find the next time they will be shown on TV.

In May, I will be off to the annual conference of the North American Society of Oceanic History (NASOH) in Pensacola, FL, along with a large contingent of USCG Historians. Of course, our purpose will be to enhance and promote the history of the USCG and its predecessors, and promote the FCGH. I’ll have a report on his event in the Summer edition.

As always, I would welcome and appreciate constructive comments on this newsletter, as well as additional, future articles. I can be reached at our website, www.fcgh.org – contact us.

Memoria Semper,
Sandy

PROJECT NEWS

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

WHALE ROCK LIGHTHOUSE MEMORIAL

In the Great New England Hurricane of 1938, Keeper Walter Eberle of Whale Rock Lighthouse, RI, a former USN Sub sailor-turned Keeper, was lost when the light washed into the sea of Narragansett Bay. The light was built in 1882 to help mariners past the treacherous reef at the entrance to the busy West Passage of Narragansett Bay. All that remains of the light today is the ledge upon which the light stood, rapidly deteriorating to the elements of wind and sea

(today, it looks like the conning tower of a submarine). The FCGH is cooperating with the Beavertail Light Museum Association, RI Department of Environmental Management, the remaining family of Keeper Eberle, and other private individuals and organizations, to provide a memorial plaque and closure for the loss of Keeper Eberle. The organizers of the project hope to dedicate this plaque and memorial on 21 September 2008, the 70th anniversary of the storm.

KATHERINE WALKER MEMORIAL

Following the death of her husband, Keeper John Walker of Robbins Reef Light, NY, wife Katherine (Kate) Walker eagerly took up his post and was appointed Head Keeper in 1886. The diminutive Kate (4'-10" tall, 100 pounds) kept the light burning from 1886 to her retirement in 1919, saving and estimated 50 souls over

the course of her tenure. She died on Staten Island, NY in 1931 at age 83. During a genealogy project tracking Kate's life, LT Amy Florentino, CO of CGC *Katherine Walker*, visited her gravesite and noted there was no mention of her accomplishments as Keeper of the light. She and her crew decided to do something about that. For nearly the past year, LT Florentino has partnered with three U.S. Navy League Branches in New Jersey and New York and the Foundation for Coast Guard History to provide a granite footstone at Walker's grave to officially commemorate her contributions. Through LT Florentino's diligence, the project is nearing completion; arrangements have been made with the cemetery, stone mason, and financing has been forthcoming to purchase and install the marker. No specific dedication date has yet been set, but a follow-up report will be provided as soon events take place.

Nautical Terms and Trivia

"Dead Horse"

When a Sailor pays off a debt to the command (advance pay, overpayments, etc.) they say they've paid off a Dead Horse. The saying comes from a tradition of British sailors. British seamen, apt to be ashore and unemployed for considerable periods of time between voyages, generally preferred to live in boarding houses near the piers while waiting for ships to take on crews.

During these periods of unrestricted liberty, many ran out of money, so innkeepers carried them on credit until hired out for another voyage. When a seaman was booked on a ship, he was customarily advanced a month's wages to pay off his boarding house debt. Then, while paying back the ship's master, he worked for nothing but "salt horse" the first several weeks aboard.

Salt horse was the staple diet of early sailors and it wasn't exactly tasty cuisine. Consisting of a low quality beef that had been heavily salted, the salt horse was tough to chew and even harder to digest. When the debt had been repaid, the salt horse was said to be "dead" and it was a time for great celebration among the crew. Usually, an effigy of a horse was constructed from odds and ends, set afire, and cast afloat to the cheers and hilarity of ex-debtors.

would make an ideal monument. They also believed that a lighthouse would represent the strength and commitment that symbolizes what the Coast Guard is all about. After much discussion, the officials chose the Fenwick Island Lighthouse because of its simplicity and traditional lighthouse appearance. The city's public works department, under the leadership of Mike Emberton, set about constructing a 14-foot replica of Fenwick Island Lighthouse, mounted on a pedestal, as a monument honoring the men and women of the United States Coast Guard. The monument includes a solar powered light at its top.

The monument was scheduled to be dedicated on Veteran's Day of 2007, but a severe wind storm in late October devastated much of the city and forced a postponement. On Saturday, December 8, a formal dedication ceremony was held. A number of USCG veterans were in attendance, including four women who served in the Coast Guard as SPARs during

WWII. On hand, and playing a key role in the ceremony, were Auxiliarists of Division 11 of the 11th District (South).

A Coast Guard Auxiliary color guard, the



WWII Coast Guard SPARs at memorial

San Jacinto High School Marching Band and Choir participated. Speakers at the event were Bill Densmore, Riverside County Director of Veterans Affairs, and Dr. Doug Kroll, Professor of History at College of the Desert, a 1971 graduate of the Coast Guard Academy, former Coast Guard officer, and member of the FCGH Board of Regents.

This monument in San Jacinto California joins a small, but growing, number of monuments and memorials to the men and women of the U. S. Coast Guard.

Message from the Watch Tower

A few thoughts from the Executive Director

Do you recall what it was like when you were first learning to drive? You'd been watching adults control and navigate vehicles for years from the comfort of the passenger's seat and the whole process looked fairly easy; until the day you took the wheel for yourself. It was at that moment that you came to appreciate the countless details required to keep the car on your side of the road, moving forward, safely toward its destination. A similar epiphany has been my daily experience over the past few months.

As you recall from the last edition of The Cutter, I am, perhaps foolishly, attempting to fill the very large shoes of our founder and heretofore only Executive Director, Captain Fred Herzberg. Like the aforementioned novice driver, I had watched Fred from the "passenger seat" as a member of the Board of Regents. A true veteran driver, he made the task of guiding the day-to-day business of the FCGH look remarkably easy. Well, after a few months behind the wheel, I have quickly learned that it ain't nearly as easy as Fred made it look! To further compound the challenge (doubly foolish), I simultaneously retired from active duty, completed construction on a new home, hunted for and found a civilian job, and otherwise adjusted to life out of Coast Guard blue.

So why am I boring you with all this whining? The reason your Foundation may have been slow to respond to your correspondence, membership renewals, or other pressing business is that your new ED has been "marking time" as he gets a grip on the new found

responsibilities.

Not knowing where the rocks and shoals my bear, I took the Executive Directorship to safe water, held station, and attempted to get a good fix. I believe I now know where I am, have plotted the appropriate danger bearings, and, with the help of our Chairman, new Treasurer, and the members of the Board, believe I am now making way on a safe and proper track line.

Over the next few months, I hope you will see us return to the standards of responsiveness you have come to expect. Heck, we might even make a couple of incremental improvements.

The good news is, despite my ineptness and questionable decision making by the Board of Regents in its selection of the new Executive Director, the organization continues to do good and wonderful work in ensuring that the long and distinguished history of our noble service is preserved, remembered, and celebrated.

What we need from you is to keep spreading the word. Recruit new members! At the risk of sounding like one of those fund raising telethons for Public Radio, annual membership in the FCGH costs less than a dollar a week. Check the menu at your local Starbucks and see what you get for a buck! For E-6 and below the cost is just over 19 cents a week!! Doesn't annual membership in the FCGH sound like the perfect gift for your unit's enlisted person of the quarter?

Enough babble for now. Thank you for your continued support. Onward and upward!

CAPT Domenic Calicchio

A Man of Honor, Respect and Devotion to Duty

By Dr. William Thiesen, Coast Guard Atlantic
Area, Portsmouth, Va.

History Lessons

A LOOK BACK AT LEADERSHIP IN COAST GUARD HISTORY



CAPT Domenic A. Calicchio is one of the Coast Guard's unsung heroes. His career embodied the service's core values of honor, respect, and devotion to duty. Earlier this year, the Investigating Officer Course established a Coast Guard award in his honor. The award is presented to the course graduate who, as elected by fellow classmates, most exemplifies the personal and professional qualities exhibited by Calicchio. The award was named for Calicchio due to the significant impact he had on the U.S. marine industry and the Coast Guard as a senior marine casualty investigator.

Calicchio was born in 1926 in Boston to a seafaring family. His brothers, Michael and Alfred, served as ship's masters, and so did Domenic. "Dom" Calicchio knew well the hazards of working aboard ocean-going vessels. He began his career in 1943, entering the Merchant Marine at the age of 16 to support the war effort. He served in the Merchant Marine for 23 more years and ended his career as Captain on ships of the United States Lines.



RADM Edwin J. Roland, district commander, swears in Domenic Calicchio at Boston's First District Headquarters.

During his Merchant Marine years, Calicchio served as an officer in the Coast Guard Reserve and, in 1968, he accepted a commission as an active duty Lieutenant Commander. He took the commission believing that he could make a difference in the service's marine safety field by championing the safety of crews and passengers aboard ocean-going vessels. Calicchio's adherence to strict safety requirements, regardless of their cost, sometimes put him at odds with the shipping lines whose safety he regulated. Early in his Coast Guard career, Calicchio made a name for himself in cruise ship safety requirements, especially in regulations guiding lifeboat capacity, and as Captain of the Port for ports in Florida and the Gulf Coast.

Calicchio's greatest achievement, and one that would mark the end of his career, was the investigation into the marine casualty of the M/V *Marine Electric*. The *Marine Electric* was a T-2 bulk cargo carrier built during World War II and intended to fill Allied war-time needs for bulk cargo and fuel shipments. Numerous T-2s found employment in shipping lines after the hostilities, even though they had been designed only to serve the duration of the war. The T-2s proved so brittle that several produced stress fractures or split in two before they set sail on their maiden voyage. Not surprisingly, more and more T-2 tankers sank or fell apart as these vessels grew older and rustier. For example, the T-2s *Fort Mercer* and *Pendleton* sank on the same February evening in 1952 off the Cape Cod coast, leading to one of the Coast Guard's best known rescues.

Like many of its T-2 sister ships, the *Marine Electric* saw service well beyond its years and on a stormy evening in February 1983, the ship sank in the Atlantic off Maryland's Eastern Shore. Of the 34 crew members who went into the frigid seas, only three came out alive. The Coast Guard formal marine board formed to investigate this disaster included Calicchio and two other Coast Guard marine safety officers. It was Calicchio's determination to uncover the causes of the wreck, however, that led to a criminal indictment of the *Marine Electric*'s owners. The case was a landmark event in U. S. marine safety because it set safety standards for older vessels, such as the T-2s, and led indirectly to the scrapping of about 70 vessels unable to meet those standards. It also led to regulations requiring the adoption of survival suits on board vessels navigating in cold water climates. Lastly, the tremendous loss of life in the *Marine Electric* disaster focused attention on Coast Guard rescue swimmers and spurred support for that fledgling program.

Throughout his career, Calicchio championed the cause of safety on the open ocean. Ironically, he downplayed his own critical role in overhauling marine safety regulations in the *Marine Electric* case and other cases during his Coast Guard years. Not long after the *Marine Electric* marine board of inquiry released its critical 1985 report, Calicchio chose to retire and he established a successful practice as a cruise ship safety expert in Fort Lauderdale, FL. Calicchio passed away in March 2003, but his honor, integrity, devotion to duty, and his high regard for those who go to sea in ships have set the standard for all Coast Guard personnel tasked with overseeing marine safety.

The first three recipients of the Calicchio Award were: LT Jaime Salinas of Sector Hampton Roads, LT Nick Neely of Sector Juneau, and MST1 Cory Arend of MSD Massena.

Editor's Note: As a young Marine Inspector, I was pleased to serve with CAPT Calicchio in the late '70s-early '80s when he was OCMI at MIO New Orleans, LA.

Did You Know ...?

Spirit (Grog) Ration Discontinued – 1836

In 1836, to encourage habits of temperance amongst the seamen of the Revenue Cutter Service, the Spirit ration was discontinued, and three cents allowed in lieu which was paid at the end of each month.

Quarters and Subsistence Allowance – 1836

Captains in the Revenue Cutter Service detailed to shore duty in 1836 received a \$24 per month allowance for quarters and fuel, and \$15 per month for the pay and rations of a servant, acting as steward. Other Commissioned Officers received \$12 for quarters and fuel and \$5 for a servant. Ten cents per mile was allowed for traveling expenses.

MOST HONORED CUTTER; *USCGC INGHAM*

By Brian McMahon, FSO-PA 4-15, Nor'easter Feature Writer

Now a museum ship moored at Patriot's Point, South Carolina, USCGC *Ingham* is the Coast Guard's most honored cutter and the only one to receive two Presidential Unit Citations during a half-century of active service.

Ingham is a member of the 327-foot "Treasury" class cutters, named for Secretaries of the Treasury, and they comprised the Coast Guard's most successful fleet of ships. Seaworthy, robust, long-legged, and adaptable, most of them served for more than 40 years, making the unit cost of \$2.5 million a bargain. Because they were based on the proven hull, power plant, and machinery design of US Navy *Erie* class gunboats, and they were built in Navy shipyards, design costs were minimized and there was some economy of scale in construction costs.

Launched in the mid-1930s, these cutters were initially intended to provide offshore SAR (search and rescue) support for the increasing volume of airline passenger traffic, as well as disrupt the ocean-borne

opium smuggling prevalent at the time. Over the next several decades, these cutters served during WWII as convoy escorts in the Atlantic and amphibious task force command ships in the Pacific, provided combat SAR during the Korean War, transmitted open-ocean weather conditions to merchant shipping before the advent of satellites, assisted the US Navy and US Army with gunfire support during the Vietnam War, protected American fisheries, rescued survivors of maritime disasters, and intercepted the inflow of marijuana and cocaine from Central and South America.

After being launched at the Philadelphia Navy Yard and a 12 September 1936 commissioning, *Ingham* received orders to transit the Panama Canal and sail to Port Angeles, Washington for Bering Sea fisheries patrols. With the 1939 outbreak of WWII in Europe, *Ingham* was ordered back into the Atlantic for neutrality patrols. President Franklin Roosevelt wanted to identify and track ships, submarines, and aircraft of the

belligerent countries that were operating off the US Atlantic Coast and in the West Indies. Because US Navy destroyers couldn't operate independently on long cruises, the 8,000 mile endurance of the Treasury-class cutters made them suitable candidates for these



A Coast Guard cutter in the North Atlantic during WWII. (Official USCG photo)

“Grand Banks Patrols.”

Boston became *Ingham*’s homeport, and she left on her first patrol on 11 November 1939, with orders to identify foreign warships while keeping the Coast Guard ensign illuminated by searchlight at all times, and prefacing all radio signals with Coast Guard identifiers. When the neutrality patrols were discontinued in 1940, *Ingham* was assigned to weather patrols in the North Atlantic. Radio silence prevailed in the wartime convoys between Canada and Britain, so American mariners lost their usual source of open-ocean weather conditions. Cutters like *Ingham* were assigned 21 day patrols to continuously cover 100 square mile patches of the stormy winter ocean, sending up weather balloons, and transmitting weather reports and radio navigation signals to the trans-Atlantic PanAm “Clipper” seaplanes flying overhead.

It wasn’t only winter gales that made the North Atlantic treacherous for Coast Guard crews. In late May of 1940, cutters *Modoc* and *General Greene* were searching a foggy and rainy area south of Iceland for the survivors of the torpedoed SS *Marconi*, when they strayed into the climactic scene of the Royal Navy’s destruction of the German battleship *Bismarck*. *Modoc* was targeted by a squadron of Swordfish torpedo bombers and by gun crews of HMS *Prince of Wales*, but the cutter was identified in time to avoid damage; anti-aircraft shell fragments from *Bismarck*’s furious gunners



The *Ingham* Museum Today

fell close aboard *Modoc*, as well. With the growing likelihood that America would soon be at war, in November 1940, *Ingham* was ordered to the Bethlehem shipyard in Boston to receive anti-submarine weaponry and increased anti-aircraft defenses. Officially transferred to US Navy control on 1 July 1941, *Ingham* was sent to Portugal to assist the American ambassador in protecting US interests there, before new orders to escort convoys from New York, Boston, and Canada to Britain brought her back to Boston for refit in September. *Ingham* arrived in Argentia, Newfoundland on 9 December 1941, the day that Congress declared war on the Axis powers. *Ingham*, often with sister ships *Duane*, *Campbell*, or *Bibb*, escorted convoys of merchant ships between North America and Iceland, prosecuting attacks against U-boat contacts and rescuing the survivors of their unfortunate victims. One German submarine, U-626, departed on its first wartime patrol from Bergen, Norway on 9 December 1942 and reported sighting an Allied convoy south of Greenland a few days later. This report was picked up by the British and relayed to the

convoy commanders in the area. One of these convoys was escorted by USS *Leary*, USS *Babbitt*, and USCGC *Ingham*, and *Ingham* attacked a sonar contact on 15 December 1942 with a single 600 lb. depth charge. Since the lookouts later reported seeing a whale and a pod of dolphins in the area, this was assumed to be a spurious contact.

Certain that a U-boat was stalking his convoy, CDR George McCabe, USCG, brought *Ingham* 12 miles ahead of the convoy and conducted a passive sonar sweep, and two days later was rewarded with a sonarman's report of a pair of fast propellers crossing the bow at a range of 1,100 yards. CDR McCabe graded the contact as "clear and solid," and, although the submarine changed course and increased speed, *Ingham* pursued the fleeing U-boat. Dropping one depth charge on top of the sub's position, *Ingham* then circled around, engaged the active sonar and worked up to flank speed to deliver a full spread of 10 depth charges in a diamond pattern that was designed to hammer the U-Boat from above and below. McCabe launched one charge himself, remarking, "I dropped one more on the bastard myself. This war is too impersonal." An active sonar sweep of the area showed no more evidence of the sub. Concerned that the convoy would soon overrun *Ingham*'s position and risk collision, CDR McCabe ordered the cutter to regain station. *Ingham* was credited with the sinking of U-626, but CDR McCabe

was later criticized by the Navy's Task Force Twenty-Four Commander for his use of passive sonar. Navy anti-submarine warfare doctrine at the time prescribed active sonar "pinging" at all times, but McCabe believed that this only alerted U-boats to the presence of a threat and that it was better to use sonar in a passive, listening mode until the suspicious sound of undersea propellers was heard and an attack with active sonar, providing accurate bearing, range, and depth of the submarine, would follow. It's hard to argue with success. Another year and a half of North Atlantic convoy escort duty followed before *Ingham* was ordered to the Charleston, South Carolina Navy Yard for conversion from anti-submarine escort to operations and communications headquarters ship. Because Treasury-class cutters had relatively good radio transmission capability, removing some armament and adding space for landing force commanders and staff made these cutters useful in an entirely different way. Transiting the Panama Canal and joining the Pacific Ocean war, *Ingham* became flagship of the Mariveles-Corregidor Attack Group on 14 February 1945 and assisted the landing of US forces in the Philippines and other Pacific islands for the remainder of WWII.

After the operations and headquarters modifications to the superstructure were removed, along with the additional wartime armaments, *Ingham* arrived at her new homeport of Norfolk, VA on 28 July 1946.

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 5 years
Corporate	_____ \$1000
Benefactor	_____ \$10,000

Web Site: www.fcgh.org

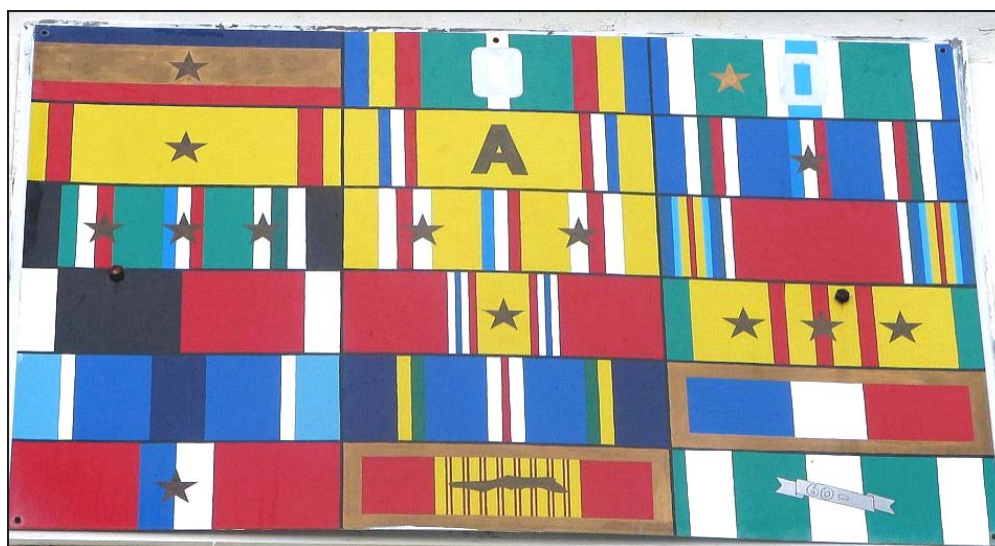
Multi-national agreements after WWII returned the Treasury-class cutters to ocean weather station duty, and *Ingham* would devote the next two decades to providing mariners with weather advisories and rescuing shipwrecked or disabled mariners. On 16 July 1968, *Ingham* crossed back into the Pacific to join the other high endurance cutters of Coast Guard Squadron Three in Vietnam. Tasked with interdicting the flow of weapons and supplies from North Vietnam, *Ingham*'s task unit worked alongside Navy destroyers, boarding and searching vessels during Operation Market Time. The cutter also provided logistical help to smaller Coast Guard cutters and Navy swift boats, pounded Viet Cong targets with its 5-inch gun, and sent medical teams ashore to assist friendly villagers, before returning to Virginia on 2 May 1969.

For seven more years, *Ingham* made ocean weather station patrols until advances in radio and satellite systems made them obsolete. Coming full circle to duty performed during its first few years in commission, *Ingham* once again was active in

fisheries patrols and later engaged in drug interdiction, as well as rescuing survivors of Cuba's Mariel Boatlift in 1980. In 1985, *Ingham* was the last Treasury-class cutter in service and, with 49 years of service, the oldest ship in the Coast Guard fleet, so *Ingham* was authorized to re-paint its hull numbers "35" in gold. The inevitable wear of hundreds of thousands of sea miles, though, had degraded *Ingham*'s readiness. After a final Caribbean patrol, USCGC *Ingham* was decommissioned on 27 May 1988. Rather than suffer the shipbreaker's torches, she was transferred to the Patriots Point Maritime Museum, near Charleston, South Carolina, and serves as a memorial to Coast Guard ideals of perseverance, versatility, and bravery.

Authors' Note: Thanks to Dr. Robert Browning, Coast Guard Historian, and the Coast Guard Historian's Office for their assistance with this article.

Editor's Note: Excerpted from First District CG Aux. newsletter, Nor'Easter, with permission of author.



USCGC *Ingham* campaign ribbons and decorations.

CG-83527 Update News Release

Combatant Craft of America

For Immediate Release: April 11, 2008

By Chuck Fowler

[Edited]

**Historic Coast Guard Patrol Boat
to Escort “America’s Tall Ship”**

This Independence Day weekend in Tacoma, the widely-known U.S. Coast Guard training square-rigger *Eagle* will lead more than 25 sailing ships into Tacoma’s Commencement Bay to begin the major Tall Ships Tacoma 2008 event. Proudly escorting “America’s Tall Ship” during the Parade of Sail will be the restored World War II-era 83-foot Coast Guard patrol boat *CG-83527*. Both the *Eagle* and the patrol boat will be on exhibit at The Dock building on the Thea Foss Waterway during the tall ships event, July 3 – 7.

The *Eagle* has not visited Puget Sound for 30 years. However, until it was returned from California in 2004, the *CG-83527* had not seen its home waters for more than 40 years. The historic patrol boat had served Tacoma and south Puget Sound from the end of WWII in 1945 until 1962 when it was declared surplus, sold, and taken to California to be converted for recreational use. The boat was saved from possible destruction and restored to its original military condition by Dan Withers, president of the non-profit Combatant Craft of America (CCoA), and his wife Roxane of Port Lud-

low (Washington).

The *CG-83527* has had an active exhibit life during the past four years, participating in such events as: the Opening Day of yachting season in Seattle, wooden boat festivals in Seattle and Port Townsend, Tall Ships Tacoma 2005, and many other maritime events throughout the Sound. The purpose of these appearances is to help promote the Coast Guard history of the Pacific Northwest, offer youth educational opportunities, and honor the service of Coast Guard veterans who served on cutters and



patrol boats.

The story of the restoration and return to active, historical duty of the *CG-83527* began with the discovery of the boat by Dan Withers, during a fall 2003 visit to the American Patrol Boats Museum in Rio Vista, California on the Sacramento River. Acquired as part of a Sea Scout youth training program, the historic patrol boat had been donated to the museum by the family of its late, longtime civilian owner. After 40 years as a live-aboard and

museum vessel in California's San Francisco Bay area, the boat was purchased by Withers and the CCoA for preservation, restoration, and exhibit.

Following several months of long-weekend "work parties" in Rio Vista, the boat was moved to Bay Ship & Yacht Co. in Point Richmond for haul-out, inspection, and initial restoration. In August 2004, the cutter was ready for its challenging, 1,000 mile return voyage to its home waters in Puget Sound.

When the cutter arrived back in Puget Sound in early September, it was first on public exhibit and attracted crowds at the Port Townsend Wooden Boat Festival. The next weekend the boat returned to a "homecoming" at its original duty station during the Tacoma Maritime Fest. While in Tacoma, a mini-reunion of *CG-83527* and other former 83-foot cutter Coast Guard crewmen was held at the Working Waterfront Maritime Museum, located on the Thea Foss Waterway near the cutter's former active duty moorage site. A final fall gathering of former crew veterans took place in October at Port Ludlow, when the survivor of a 1956 airliner crash in Puget Sound, who was saved by the crew of the *CG-83527*, was reunited with the boat that rescued him and also one of its Coast Guard crew members.

The *CG-83527* was built in 1945 by Wheeler Shipbuilding, Inc. in Brooklyn, New York. The patrol boat was one of more than 230 of the widely-used design constructed and in service by the United States Coast Guard during the D-Day invasion at Normandy. After WWII, the Wheeler cutters served until the early 1960s during wartime and peacetime at various Atlantic, Gulf, and Pacific stations stateside, as well as throughout the world. Today, more than 60 years later, the *CG-83527* is the last surviving wooden Coast Guard cutter in near original military configuration.

The *CG-83527* will be front and center before an estimated one million people who are expected to see and participate in the Tall Ships Tacoma event on the 4th of July weekend. On exhibit in the shadow of the *Eagle*, another survivor of the World War II era, the venerable patrol boat, will continue its historical journey "back to the future" as a living part of Coast Guard history.

For more information about the *CG-83527* and Combatant Craft of America, see the organization's web site, www.cg83527.org, e-mail cg83527@warboats.org or contact Dan Withers at (360) 437-0125.

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Membership Drive 2008

Your Foundation for Coast Guard History needs your help to promote membership and correct our membership records.

We ask that our members pass on this edition of The Cutter to like-minded Coasties and anyone who might be interested in the promotion and recognition of the history of the U.S. Coast Guard and its forerunner organizations: the U.S. Revenue Cutter Service, U.S. Life-Saving Service, U.S. Lighthouse Service, and the Steamboat Inspection Service.

We would also appreciate an update of any members' addresses that may have been overlooked. If you or any member you know has changed locations, we would appreciate an update of their locality.

Please help us to continue our efforts on your behalf. Below is a membership application for new members. It may also be used to re-establish your own membership information and dues to the Foundation.

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