

The Cutter

The Newsletter of the Foundation for Coast Guard History

28 Osprey Dr.

Newsletter 29, Spring 2010

Gales Ferry, CT 06335

Bill of Lading

The Wardroom

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On Monday, February 1, 2010, three FCGH Regents—Phil Volk, Neil Ruenzel and Rob Ayer—gathered at the Academy Officers Club in New London, CT, to receive the donation to the Foundation of a painting by William H. Ravell, CWO, USCG (Ret.). Mr. Ravell is a well-known artist, with a specialty in maritime themes.

The painting is titled "The U.S. Coast Guard — Then and Now (1915 – 2010)." It depicts two cutters and two fixed-wing aircraft: USCGC *Tampa* (1912-1918), a Curtis Flying Boat (ca. 1915), NSC *Bertholf* (commissioned 2008), and an HC-144A "Ocean Sentry" (in service). It bears the following inscription from the artist: "Painted and presented to the



Foundation for Coast Guard History as a tribute to its dedication to preservation of the history of the United States Coast Guard." The Foundation is delighted to have received this magnificent work, thanks Mr. Ravell for it profusely, and is carefully considering its final disposition.

The Foundation for Coast Guard History



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Nomenclature regarding content

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

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

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

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

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

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

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

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

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

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

From the Chairman

By Jim Hull, VADM USCG (ret.)

The winter is here and the Coast Guard is making history as I write to you. I spent a significant part of my operational career around Haiti, and what our service is doing for the unfortunate people of that country makes me proud. Our personnel are living up to the motto of "Semper Paratus." The crew of a 270 performed all sorts of medical triage, doing what they could and improvising as they went along from "patient to patient." Do you ever wonder why the Coast Guard performs so well, time and time again? I would offer that this success is attributable to planning and attention to detail, while at the same time inspiring the troops in a direction and function they all believe in.

I think the same applies to the Foundation for Coast Guard History. In the last issue of the *Cutter*, I stated that we were working on a strategic plan for our organization. It sets a direction for the future, identifies issues to be tackled, and lays out goals to be achieved. I am happy to say that the first version is circulating amongst our Regents, and they are commenting on it as we speak. The strategic plan should be available by the time the next issue rolls around. In addition to our strategic plan we also want to inform you of the projected status of the Coast Guard Museum, which is in limbo at this time.

We need to motivate and entice all our members to become involved and be advocates for our cause of preserving Coast Guard History. Executive Director Gary Thomas noted on ADM Allen's blog that we need to preserve the historical aspect of our present operation in Haiti, and not long after ADM Allen read his email, people were on there to document—from an historical perspective, vice a public affairs perspective—the Coast Guard's present outstanding involvement.

Only through the Foundation's planning efforts and our calling attention to the necessity of preserving history can we alter the past

From The Chairman

practice of thinking about history only well after the “history” has occurred.

As a final note, the Foundation is looking for a volunteer to serve as Membership Chair. The incumbent, Bob Craig, has let us know that he needs to step down as of October 2010, but is willing to work with whomever steps forward between now and then. We need an individual willing to help us over the next several years. If you want to make a difference, this might be the job for you. Call or write!

From the Executive Director

By Gary Thomas, CDR USCG

You’re getting this issue a week late because of me, and I apologize up front for that. When I first drafted this column, I was sitting at my desk on January 28th, 2010, and noted the significance of the date: it marked 95 years since President Woodrow Wilson signed into law the “Act to Create the Coast Guard,” passed by Congress on 20 January 1915, that combined the Life-Saving Service and Revenue Cutter Service to form the Coast Guard. While the Coast Guard still considers its “birthday” to be the date of the founding of the Revenue Cutter Service on 4 August 1790, January 28th still marks a significant date in our organizational history. When I mentioned it to several of my crew as well as some others at local units, the common response was, “Yeah, I think I remember that.”

So, why a week late, and how does that tie into the founding date of the “Coast Guard”? Well, my day job intervened, and I had to unexpectedly go on business travel for a week, only to arrive back in southern New Jersey as a blizzard arrived and knocked out the power and locked my column up in the computer. While sitting around with no power, it gave me a chance to reflect on what the Coast Guard was doing in real time that reflects “future”

history. I sat listening—on my battery-operated radio—to reports about the incredible impact that the Coast Guard was making in improving the situation of those in Haiti who had suffered from the earthquake; at the same time, as the Commanding Officer of the Coast Guard’s Loran Support Unit, I was preparing for the termination of the Loran-C signal (more on that in the next issue). It really hit home how everything that the men and women of the Coast Guard do each day is tomorrow’s history. It also made me concerned that so many men and women who were executing the mission were unaware of the significance of their actions. I suspect that there were those in the Revenue Cutter Service on January 28th, 1915, who duly noted in their logbooks that they’d been transferred to the “Coast Guard”—and then immediately went about their duties.

As I rewrote the column, it struck me that Admiral Hull and I first worked together when we both commanded cutters involved in Haitian operations in the 1990s—he was in charge then, as he is today! Even then, I knew that what we were doing was historic, but I’m not sure that I fully appreciated that fact. I fear that is still too often the case: those who do, don’t understand the significance of their efforts.

So, how do we correct that? The most important role that we—along with our affiliated organizations that are also preserving and documenting Coast Guard history—fill is to preserve and promote our organizational history until a national museum is created. We do that best by being active participants in capturing history! The biggest challenge we face as an organization is getting the active-duty component involved in our efforts. If you’re active duty, you need to be capturing the history you are making. But members of the Foundation for Coast Guard History are perfectly positioned to assist. Consider volunteering to capture the thoughts, actions and deeds of those who are executing the mission. We can provide you the tools to do that, if you can provide us the volunteer time. As an example,

at the termination of the Loran-C signal we did video interviews/oral histories with some of our veterans. If you have a camera and time, you too can contribute to capturing history. We can supply guidelines on what to do; all we ask is that you let us know you have time, and we'll give you the tools. Contact me if you want to preserve history, and I'll work with you individually to figure out the best place to store it. Meanwhile, I'll work on a long-term solution with the Historian.

On the administrative side, I've passed a draft Strategic Plan to the Board of Regents for review. Once it has been finalized, we'll publicize it for all to review. This is a collaborative process, and you'll be included. While the Plan is not yet finalized, I have proposed that our main focus for the next year will be, in part:

- Increase membership by 10% within one year
- Increase visibility of our organization
- Reprint the Coast Guard "coffee table" book.
- Continue support of an intern for the Coast Guard Historian
- Continue our unit awards program
- Continue our book/video awards program
- Institute and publicize a Planned Giving Program
- Manage, preserve and protect any items of historical significance in our possession
- Develop and publish, under the auspices of the Commandant, a USCG Unit Historical instruction

Finally, one last request. The contents of this issue represent the inputs of volunteers who each have their own view of what constitutes Coast Guard history. If there is a specific element of our history that you think is under-represented, then let us know; there are plenty of folks out there who would be willing to research and write an article on a topic, if you tell us you are interested.

With that, I'll report that we are on P.I.M., and awaiting further guidance and tasking from the membership.

Regards, OPS

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"History Becomes Real When You Participate"

National Coast Guard Museum: Whither? or Wither?

By Fred Herzberg, Founder and Executive Director Emeritus, FCGH

Each of the other Armed Services has a National Museum; some have dozens of museums. The United States Coast Guard is unique in many ways, but it is particularly unique in that it has no National Museum. Why?

A museum is far more than a place where artifacts are tastefully displayed. It is a place to tell the story of the people, events, consequences of decisions, heroes, villains and the tens of thousands who have been affected by the Service. A true museum is also a place of scholarship, research, study of lessons learned or lessons that should have been learned. It is a gathering place to remember our mates lost in great endeavors. A museum is all of that and more.

History is not just about Commandants and Admirals, although they certainly contribute. The real history is about the boatswain's mates, the rescue swimmers, the aviators, the surfmen, the sand pounders, the Strike Teams, the black-hull folks, the white-hull folks, the red-hull folks, and yes, the messcooks. History is about all of them.

Some maritime museums tell the story of a specific locality, others concentrate on a hero or group of heroes, still others tackle a topic of broad significance. They all weave a common thread: they bring scenes of the past to life, for the people of today. They all seek to enlighten, educate and provide a creative experience. They try to provide a participative experience and make the visitor a part of the display. Why is this important? If we ignore our past, we ignore the lessons that were, or should have been, learned. We do not need to repeat our mistakes.

The CG has seemingly studiously ignored the need to tell its story. "In our obscurity lies our security" was the reputed watchword nearly a century ago. It was still prevalent decades later. It had to do with budget cuts: if they don't see us, they may forget to cut our budget. The everlasting budget problem remains. So does the philosophy, but in a different context.

We have forgotten so much of our history that we have become obscure. We have failed our current members, our past members, our citizens, our elected representatives. They do not know nor do they care about those who have risked and given their lives for their fellow man. "It was just our job, man. We don't need recognition for doing our job"--in many instances a job that no one in his right mind would want. For many, maybe even all, of our members, the reward came by knowing deep inside that they made a difference, that they contributed to changing the life of one person, or of thousands. What more reward is needed?

Right, no more reward is needed. But something is needed. Who knows what happened? Where is the role model essential to so many discouraged youth of today? How can today's heroes inspire tomorrow's potential heroes? Once again there is an obvious answer.

The directory "Maritime Museums of North America and Canada" lists 526 museums with a maritime orientation in the United States. It lists 72 lighthouses and lightships, all privately maintained and funded. It lists 48 Navy ships and submarines, many supported in whole or in part by public funds. It lists just two Coast Guard museums, one at the Coast Guard Academy, one in Seattle.

The directory "World War II Sites in the United States" lists over 1000 sites, including the two museums mentioned above, plus these few: the Coast

Guard Park in Grand Haven, Michigan; Coast Guard Yard in Curtis Bay, Maryland; CGC *Mohawk* in Wilmington, Delaware; Houma Air Station in Houma, Louisiana; and the training center on Gallups Island in Boston Harbor. If several of these sound unfamiliar, that is evidence that our history has been ignored. If there are more that should be on the list, that is further evidence that our history has been ignored.

There are 23 Army museums west of the Mississippi, most either totally or substantially supported by public funds. One at Fort Lewis, Washington, recently received \$9,600,000 from the U.S. Congress for rehabilitation and reconstruction.

According to reliable sources, our leadership in Coast Guard Headquarters has apparently been informed that they may not endorse, support, or maybe even talk about the need for a National Coast Guard Museum. This is under the dictum that funding for a private enterprise cannot be conducted on a government facility. I wonder how the Marines did it? The brochure they give to every visitor at the National Museum of the Marine Corps at Quantico, Virginia, says that

"A dynamic public-private partnership was forged to build the 200,000-square-foot Museum. The Marine Corps Heritage Foundation raised the funds needed for building the complex and oversaw the construction....The Marine Corps funded the work of the architect and the exhibit's designer...."

If the U.S. Marine Corps can fund part of the development of its museum, why cannot the U.S. Coast Guard even talk about supporting ours? What is wrong with this picture?

In the past decade the Coast Guard has been part of some extraordinary events. A definitive study of September 11, 2001, has explored the impact on every facet of Coast Guard operations and the actions taken in the immediate minutes and hours after the attack. This study has been buried when it should have been widely publicized. The story of the Coast Guard response to Hurricane Katrina has been publicized, but not to the extent of telling how the Coast Guard was there rescuing people even before the winds calmed down. The story of how Admiral Thad Allen turned around the rescue effort in the face of bureaucratic ineptitude and did it in less than 48 hours simply cannot ever get sufficient coverage. Why? "It was simply our job, man." When over 34,000 people are saved

from imminent peril in less than a week, that is not “simply our job.” That is a miracle wrought by Coasties and Guardians, doing what they have been trained to do. The world needs to know. Without a National Museum, these and thousands of other heroic deeds will be lost. The inspiration they could provide will not happen.

As in the past, we *can* continue to rely on others outside the Coast Guard family to tell our story—when and if they have the time and interest. In so doing we leave the telling to the whims of others who may not get all the facts, or who may select the facts to prove their point. These points of view are important; but what about our point of view? Who is going to tell that? WE haven’t been doing it. Nor have we encouraged others. Frequently those who have an interest must navigate through the woefully inadequate research files available in Coast Guard Headquarters and engage with an understaffed history office—only to find the critical files incomplete. When are we going to learn?

Why does the Coast Guard not have a National Museum? For many years there have been abortive efforts to create such a place. There is a display area at the Coast Guard Academy: nice, but woefully inadequate for the purpose. There is a small museum in Seattle that does far more in terms of research than its size might suppose. There are several others around the nation, notably in Barnstable on Cape Cod, and many lighthouses with some interpretive efforts on display. Even combined, all of these together do not even begin to tell our story, and there is no coherence, no unity of history or heritage among them.

In 2008, the Coast Guard Foundation took on

the task of trying to raise the \$60,000,000 needed to design and construct a true National Coast Guard Museum. The team working on this had all the right credentials: experienced museologists, experienced fund raisers, people with wonderful ideas, people who were, and still are, totally dedicated to the cause. The only thing lacking was good timing—which could not have been worse. The world’s economy collapsed and contributions just were not available. The effort failed even before it got started. There were additional causes for failure—some structural, some institutional—but timing and the economy spelled disaster.

This is a wake-up call. General Quarters is sounding. All of us are deck crew on a freighter, not passengers on a cruise ship. The only way to make something happen is to do it ourselves. (Doesn’t this sound like everything we have ever done in the Coast Guard?) I do not pretend to have the answers. I just know that if someone does not take the first step, nothing will happen. The rest of the Armed Forces all have museums that are supported in large measure by Congressional funding. The Coast Guard is reduced to holding bake sales.

This is a task looking for, searching for, a leader.

Hello! Where are you?

From the Editor

By Rob Ayer, CAPT USCG

Considering the winter that many parts of the country have been having, I hope this issue of the *Cutter* provides you with something

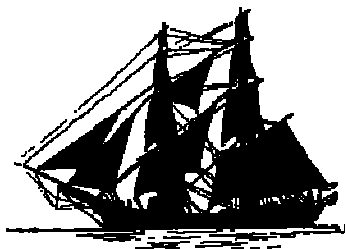
Submitting to the *Cutter*: Please do not hesitate to provide content for this newsletter. Submissions can be mailed to: Rob Ayer, 28 Osprey Drive, Gales Ferry, CT 06335 or e-mailed to raye@comcast.net. I encourage you to provide them to me in electronic form, either in a forwarded e-mail or an attached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

you can enjoy reading as you sit inside by a nice warm fire!

In this issue you will find several articles written by cadets. My day job includes teaching the Academy course on U.S. Maritime History and Policy. Offered every fall, it is taken by every 1/c Government major, and by others as an elective. For the term paper students may choose from a wide variety of topics; but this time I suggested that those who wrote on a CG history topic might want to submit a cut-down or condensed version to the *Cutter* for publication. Some of these appear in this issue, and more will appear in June's. I hope to repeat this feature in future years. I figured our readership might like to see the results of research by some of our rising junior officers; and that anything I can do to encourage an interest in them concerning CG history as they begin their careers is all to the good....

On a related note, FCGH and the Coast Guard Academy Alumni Association are in negotiations to run a contest for cadets for writings on CG history, similar to the Bill Earle Creative Writing contest; more on this in the future....

The same two parties, FCGH and CGAAA, also begin a new cooperative effort with the spring issue of the CGAAA *Bulletin*. In each issue there will be an article on CG history, sponsored by the FCGH. Tara King, editor of the *Bulletin*, and I will cooperate as necessary to make sure that our page gets filled with a quality piece of interest to both memberships; the inaugural one is from frequent *Cutter* contributor and CG Atlantic Area Historian Dr. Bill Thiesen. Many thanks to the Alumni Association for this opportunity to put more CG history—and the Foundation—in front of more interested readers.



Brig

Hamilton's Revenue Cutters and the United States Navy By LT Jeremy M. McKenzie

The United States Navy was (finally) fully authorized in 1798; and it was Hamilton and Washington's ten revenue cutters that served as the Navy's foundation.

General Washington understood the importance of a navy as a result of his Revolutionary War service¹. As the first president, Washington appointed Alexander Hamilton as Secretary of the Treasury. Hamilton was an ardent Federalist and supporter of a naval establishment.² The Federalists were successful in ensuring that the new Constitution provided Congress the power to establish a navy, but were unable to actually get Congress to approve, fund, and sustain a navy until 1798, when were hostilities loomed with France.³

President Washington and Secretary Hamilton were also concerned with the large deficit that the nation had incurred during the Revolution. Hamilton recognized that the nation would be unable to pay its debts unless it could stop smuggling, since the nation was completely dependent on revenue from merchant shipping.⁴ Ultimately, this dual need to both expand and protect the nation's revenue-collecting ability while simultaneously building a naval establishment helped lead to Hamilton's proposal to build a fleet of ten revenue cutters.

In March of 1790, Congress passed an act that allowed the use of revenue cutters but lacked authorization for the "formation of the required organization."⁵ This led to Alexander Hamilton's request to Congress in April of 1790 requesting the appropriate authority to build the revenue cutters.⁶ On August 4th, 1790, Congress passed a bill giving the President the authority to build and man the ten requested cutters, thus establishing "the first armed sea force of the federal government."⁷

Hamilton and Washington were very concerned with building a quality officer corps for the cutters. Washington retained personal

control over the final selection of officers for the Revenue Cutters. Hamilton reported to Congress on April 22nd, 1790, that he was concerned with selecting quality officers and that he felt that it would “be advisable that they be commissioned as Officers of the Navy;”⁸ nevertheless, the first RCS officers were commissioned as masters and mates, like merchant mariners.⁹

The politically savvy Hamilton wrote to Washington on September 10th, 1790, detailing his plan to build the cutters in different states.¹⁰ This practice allowed multiple states to share the economic benefits of the building while garnering political support from their representatives.¹¹ Hamilton’s October 1st, 1790, Circular to the Collectors of the Customs provided instructions for the building and outfit of the cutters and set two key precedents: the responsibility of the commanding officer to supervise the building of his vessel, and the use of domestic materials whenever possible.¹²

On March 27th, 1794, Congress responded to the threat from Algerine corsairs by passing an act that authorized the building of six naval ships—unless peace came first.¹³ Hamilton worked closely with Secretary of War Henry Knox in the many decisions being made with regard to building the frigates.¹⁴ Ultimately, it was decided that the frigates would use Boston sail cloth, which was only possible as a result of the conscious development of that industry through early revenue cutter contracts.¹⁵

John Foster Williams, the captain of the *Cutter Massachusetts*, provided “influential” advice that resulted in the final decision to build 44-gun frigates “that would be big enough and powerful enough to fight any frigates in the world.”¹⁶ Following the precedent set by Hamilton, Knox decided to have the ships built in multiple states.¹⁷ Irving King points out that “[a]ll six of the states these ports were located in and four of the ports themselves were used as sites for cutter construction. . .”¹⁸ In 1795 peace was signed with Algeria, meeting the final condition of the Act of 1794, but the Naval Act of 1796 allowed the completion of

three of the frigates.¹⁹

Washington continued his strong support of a navy in his 1796 address to Congress, stating, “To secure respect to a Neutral Flag, requires a naval force, organized, and ready to vindicate it, from insult or aggression.”²⁰ In spite of Washington’s arguments in support of a navy, “The naval history of the United States from mid-1796 to the spring of 1797 is the story of a struggle to get more money to finish the authorized program.”²¹ The threat to merchant shipping resulting from the war between England and France coupled with infamous “XYZ Affair” directly led to a change in the political climate and the passing of the 1797 “Act for Providing Naval Armament,” which provided for the manning and completion of the three frigates authorized in 1794.²²

The Act of 1797 also directly led to the creation of a separate Department of the Navy on April 30th, 1798.²³ We see some of the first correspondence with discussion of commissions in March of 1798.²⁴ With more than two hundred officers to be appointed by 1800, the average officer appointment did not receive the same amount of attention as its revenue cutter counterpart had from 1790, although senior officers were still given ample scrutiny.²⁵ Benjamin Stoddert was appointed as the first Secretary of the Navy on the May 22nd, 1798.²⁶ Stoddert readily sought the advice of Hamilton’s protégé, Secretary of the Treasury Wolcott.²⁷

When “An Act to Authorize the Defence of the Merchant Vessels of the United States Against French Depredations” was enacted on June 25th, 1798 (the official start of the Quasi War), the sole armed, federally-owned vessels were the revenue cutters.²⁸ Stoddert wrote to Wolcott on July 2nd, 1798, and directed the new revenue cutter being built at Newburyport to service with the Navy.²⁹ This was the beginning of a new role, in which the revenue cutters would serve in wartime under the Department of the Navy. The cutters had already unofficially been serving in a naval capacity since 1793, attempting to discourage the illicit

activity of French privateers.³⁰

Secretary of the Navy Stoddert requested advice on the building of a single Navy Yard on the Potomac from Secretary Wolcott in a letter of October 15th, 1798.³¹ Stoddert was clearly for a single naval yard, whereas Hamilton and Wolcott had pursued a very different strategy for the revenue cutters; in the end Stoddert followed the advice of Hamilton and his protégé.³² Stoddert also picked up on other key themes from Washington and Hamilton's revenue cutter experience. Stoddert chose to build ships rather than buying them, stating that "building the ships will be the most honorable & the most advantageous for our Country.—If we buy them from a foreign Nation, it is not to be expected that we shall be able to obtain those of the best quality; & the sum given for them will not be kept at home, and distributed amongst our own Citizens; but will operate against us like an unfavourable balance of trade."³³

Hamilton's goal of establishing an independent defense industry was being furthered by the new Secretary of the Navy.³⁴

On February 25th, 1799, President Adams signed "An Act for Augmentation of the Navy" that authorized the President to place the revenue cutters under the Department of the Navy.³⁵ Then on March 2nd, 1799, Congress finally approved naval rank for revenue cutter officers.³⁶ Eight of the total forty-five U.S. vessels that served during the Quasi War were revenue cutters, and these vessels accounted for fifteen of the ninety-nine armed vessels that were captured during the war.³⁷

The new military role of the revenue cutters did not diminish their primary role of "protecting the nation's revenue."³⁸ As discussed earlier, "At first, the United States depended completely on revenue from

merchant shipping to survive."³⁹

The revenue cutters' success at their primary mission was critical to the success of the Navy, since the majority of the funding for the infant Navy came from revenue collected by the cutters.

In conclusion, Hamilton and Washington's revenue cutters served a dual purpose, ensuring the fiscal viability of the young nation and serving as the foundation for the young republic's naval establishment. The revenue cutters' foundation for the Navy can be seen in three primary areas. First, the decision to build the cutters from scratch helped to create a domestic naval manufacturing base. Second, the tradition of officers being appointed and serving at the pleasure of the President was firmly planted in the early revenue cutter experience. Finally, the building of vessels at geographically dispersed ports was started under Hamilton and continued under both Knox and Stoddert. The building of the vessels at geographically dispersed locations allowed the young nation to rapidly develop combat power while ensuring support from representatives who would have to explain how the various naval acts benefited their home districts. All three of these major policies have continued to this day in shared traditions of the United States Navy and the United States Coast Guard. Both Secretary of the Treasury Alexander Hamilton and President George Washington certainly deserve to share the title Father of the Navy, along with other Federalists for their foresight in building revenue cutters that would serve not only to collect revenue, but also to build a naval establishment that would serve as a foundation for the United States Navy.⁴⁰

LT McKenzie is assigned to USCG Air Station Savannah. This article is an adaptation of his final paper for a course in Syracuse University's Maxwell School's Master of Social Science Program.

¹*The Writings of George Washington: 1780-1782*, ed. Worthington Ford (New York: G. P. Putnam's Sons, 1891), IX: 407.

²Alexander Hamilton, "The Utility of the Union in Respect to Commercial Relations and a Navy (Federalist Number 11)," *The Federalist Papers*—Thomas (Library of Congress), http://thomas.loc.gov/home/histdoc/fed_11.html (accessed March 9, 2009).

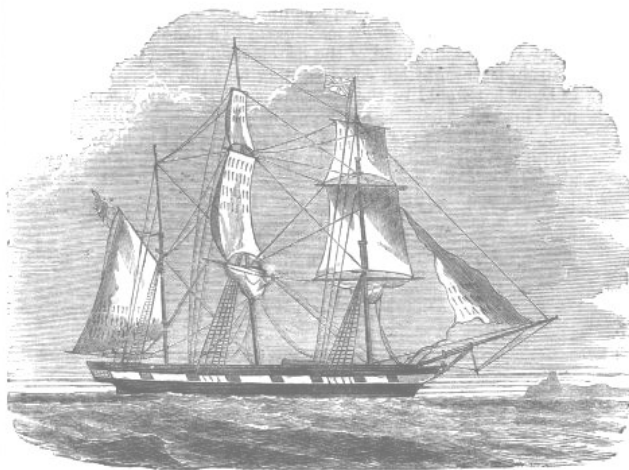
Main Prop

- ³Marshall Smelser, *The Congress Founds the Navy* (Notre Dame: University of Notre Dame Press, 1959), 158.
- ⁴Irving King, *The Coast Guard Under Sail: The U.S. Revenue Cutter Service 1789-1865* (Annapolis: Naval Institute Press, 1989), 29; Irving King, *George Washington's Coast Guard: Origins of the U.S. Revenue Cutter Service* (Annapolis: Naval Institute Press, 1978), 10.
- ⁵Howard Chapelle, *The History of American Sailing Ships* (New York: W.W. Norton and Company, 1935, repr. 1982), 179.
- ⁶*The Papers of Alexander Hamilton*, ed. Harold Syrett and Jacob Cooke (New York: Columbia University Press, 1962), VI: 380.
- ⁷King, *The Coast Guard Under Sail*, 5; Smelser, *Congress Founds the Navy*, 25.
- ⁸Alexander Hamilton, *The Works of Alexander Hamilton*, ed. John Hamilton (New York: Charles S. Francis and Company, 1851), 63.
- ⁹*A.H. Papers*, VII: 61-62 & 97-98; King, *Coast Guard Under Sail*, 5.
- ¹⁰*A.H. Papers*, VII: 31.
- ¹¹Robert Albion, "The First Days of the Navy Department," *Military Affairs* 12, no. 1 (Spring, 1948): 1-11.
- ¹²*A.H. Papers*, VII: 87.
- ¹³Smelser, *Congress Founds the Navy*, 57; Gardner Allen, *Our Naval War with France* (Boston: Houghton Mifflin Company, 1909), 42.
- ¹⁴King, *Coast Guard Under Sail*, 17.
- ¹⁵Alexander Hamilton and Tench Coxe, "Copy of a letter from the Secretary of the Treasury to the Secretary of War," *A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774 - 1875*, <http://memory.loc.gov/ammem/amlaw/lawhome.html> (accessed April 23, 2009); King, *Coast Guard Under Sail*, 17.
- ¹⁶King, *Coast Guard Under Sail*, 69.
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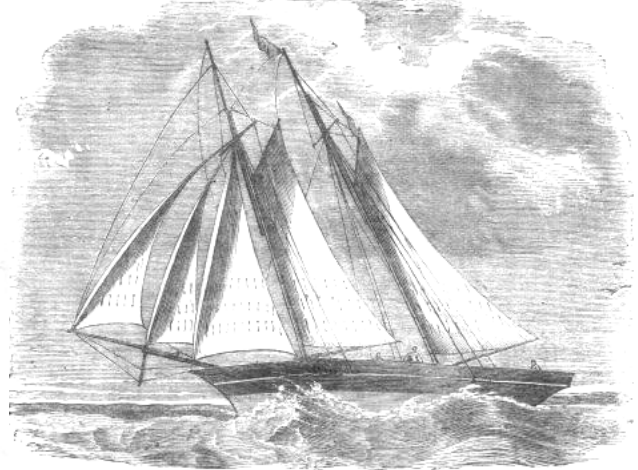
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BARQUE



A FORE AND AFT SCHOONER ON THE WIND

The Coast Guard Academy: Beleaguered But Necessary

By Cadet 1/c Douglas Piper

Introduction

The training and development of cadets in the Revenue Cutter School of Instruction, precursor to the U.S. Coast Guard Academy, is an incredible history that, unfortunately, is widely unknown within the maritime community. In particular, the existence of the Academy must be not only understood but embraced by the Service's members in order to promote pride in the traditions of the Service.

The birth of the Academy was not a simple task, but rather a laborious evolution. With the United States strengthened by territorial expansion and maritime advancements during much of the 19th century, the Revenue Cutter Service had a unique opportunity to expand the scope of its organization and duties. However, the officer corps was not prepared to handle such challenges; its overall lack of competency and military professionalism was the major factor necessitating an Academy.

Lacking Skill and Will

The purpose of any officer corps is for its members to demonstrate by their own example the military professionalism, leadership and technical expertise necessary in their respective fields. Alexander Hamilton, father of the Revenue Cutter Service, and President Washington knew they needed to appoint men who were honorable, professional and educated to lead the newly established Service immediately. Many of the first officers, such as Captain Hopley Yeaton, were veterans of the Revolutionary War, not far removed from their service in the Continental Navy.

While these appointments answered the needs of the service for the time, the process failed to address how the Service would produce officers prepared to meet the challenges of maritime service in the future. This lack became more and more apparent as veterans of the Revolution retired and candidates from the merchant marine and the U.S. Navy did not meet expectations. The lack of a professional and uniform education left the Revenue Cutter Service in a difficult and dangerous situation.

Problems within the service gradually accumulated. Many officers were promoted solely due to

political favors and ascended through the ranks with no qualifications or checks of their integrity and honor. When some naval officers were assigned to serve in the Revenue Cutter Service, they often considered such duty a downgrade. Thus there was a lack of unity within the officer corps, attitudes were cynical and morale was poor, and the Service suffered as a result.

Standards Not Met

Considering that the nation was expanding not only in geographic terms but in the fields of marine engineering and innovation as well, a professional, intelligent, and uncompromised officer corps was essential to the success of the nation and its maritime industry. If the present officer corps could not be depended upon, a new one would have to be developed. A school was necessary if the Revenue Cutter Service was to have a strong officer corps again.

Following the Civil War, Revenue Marine Chief Sumner Kimball pushed forward initiatives to rid the Revenue Cutter Service of officers incapable of carrying out their assigned duties. Taking action quickly, Kimball "implemented a merit system of appointment and promotion for the officer corps, provided for economy of operations, and centralized control in headquarters." Through Kimball's efforts, the Revenue Cutter Service was able to stop political favoritism and rid itself of incompetent officers. By 1872, Kimball stated that the reforms had "given the service the best corps of junior officers it ever possessed," and "instituted among them a vigorous competition in the pursuit of professional attainments, productive of diligent application to study and a zealous discharge of duty." These achievements by Kimball (and his interim predecessor, N. Broughton Devereux) reestablished the integrity and prestige of the officer corps and the Revenue Cutter Service.

However, without the establishment of an Academy the Revenue Cutter Service soon enough would again lack an officer corps without the necessary professional development and technical training. A permanent school would provide the ability to train a select group of cadets specifically for their duties as Revenue Cutter officers.

Birth of a School

Inspired by the positive change in the procurement of good junior officers, Chief Kimball, along with Captain J. H. Henriques, began looking into the

possibilities of using a training ship to instruct cadets in the Revenue Cutter Service. Kimball and Henriques firmly believed this would provide cadets the instruction which many new officers lacked from their previous educations in the civilian world. Finally, in legislation dated 31 July 1876, Congress granted permission for the service to design a training ship with the specific purpose to train cadets in the “arts of the mariner.” Interestingly, the approval from Congress passed essentially without notice.

Onboard the ship cadets would receive a general education as well as specialized training, taking courses in areas such as mathematics, English, history and philosophy, with close attention given to steam engineering and constitutional law, the former being “treated both practically and theoretically.” Soon the focused training and professional development the service had so desperately needed was finally being offered on the decks of the schooner *Dobbin*. An Academy had been born.

Short Lived

But only seven years after Congress granted authority to create a training ship for the professional development and education of cadets, the Department of the Navy, under Secretary William Chandler, campaigned for the transfer of the Revenue Cutter Service into his department. Chandler attempted to convince members of Congress that government money was being misused by maintaining two maritime academies, one in New Bedford, Massachusetts, and the other in Annapolis, Maryland. Chandler claimed that the separate Revenue Cutter Service and its school were a waste and the Naval Academy could easily provide the nation with all the naval officers it needed. With tax expenditures a constant concern for the federal government, Chandler’s argument did not fall on deaf ears. However, Chandler’s argument in fact had little to do with concern for tax money; in reality, his only concern was to find berths for midshipmen: Chandler was trying desperately to “secure for surplus Annapolis graduates the Revenue Marine officer billets.”

However, while the placement of officers from the Navy would provide the Service with mariners, they were not the type needed for success, as demonstrated by the problems encountered during previous experiments. The new Revenue Marine Bureau Chief, Ezra Clark, counterargued that the ex-

cess in graduates at Annapolis was a failure by the Navy: Clark reported that the Navy was “paying a total of \$1,944,500 a year to 880 naval officers whom it did not need,” and maintained that the Revenue Cutter Service should not be punished due to the failures of another organization. He also declared the Navy to be ill-suited to take responsibility for customs.

Although the initial attempts by Chandler did not result in the merging of the Revenue Cutter Service with the Navy, it nonetheless created grave concerns for the future. The threats from the Navy did not stop. Again in 1889, the Navy proposed to take over the Revenue Cutter Service, making many of the same arguments it had before. President Benjamin Harrison was a strong supporter of the Navy, and gave it a partial victory: the closure of the school in New Bedford, allowing Naval Academy midshipmen graduates to fill the vacancies in the Revenue Cutter Service.

However, it was not long before the major problems of the past began to surface, as the new officers from the Naval Academy again proved to be less than ready for their assigned revenue cutter duties. Under the guidance of Devereux and Kimball the Service had made substantial strides, with a reformed officer assignment process coupled with the establishment of a training ship for cadets launching the Service into the forefront of professionalism within the maritime community; now the actions of the Navy set the service back many years. Infiltrated by officers from the Navy, the Revenue Cutter Service again suffered from a lack of qualified men. Although coming mostly from the lower end of their classes, the Annapolis graduates, as before, “resented Revenue Marine work and seemed to consider assignment to the Revenue cutters demeaning.” The arrogance shown by the graduating midshipmen did a great disfavor to the Service and ushered in a new era of incompetent officers; only this time they were the graduates of an institution believed to be able to cover all duties upon the sea: the United States Naval Academy.

Fortunately, the expansion of the U.S. Navy toward the end of the 19th century finally allowed all graduating midshipmen to be placed in naval service. President Cleveland realized the importance of separating the two services and the need for the Revenue Marine to have its own Academy, and by

executive order the School of Instruction was reestablished in 1894. After five years in exile, the Revenue Cutter Service again had an institution designed to provide a curriculum specifically focused on the jobs of the Service.

Conclusion

The Academy has undergone momentous change since its establishment in 1876. From the earliest period on *Dobbin* to its present location in New London, preserving the existence of the Academy has not been an easy task. Questions concerning the value of a four-year military education are nothing new; the Academy is accustomed to such. However, the fact remains that the existence of the Academy is just as important now as it was in 1876, if not more so. The United States is in a constantly changing, constantly shrinking world. The connection of nations through satellite communication has completely revolutionized the manner in which we buy, sell, negotiate and fight. One common unifying element remains: the sea. No matter how much the world changes, the connection to the sea will always be relevant. Because of this the need for a well-educated and professionally trained officer corps for a seagoing multimission service remains. The Academy is crucial to America's successful exercise of its sovereignty on the water.

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Some Further Perspective on Keeper Richard Etheridge and Pea Island Station

By Cadet 1/c Patrick Bennett

Background Information

On the North Carolina coast prior to 1871, the only resource for those in distress at sea had been a group of local residents who operated as an unofficial maritime rescue team. With the creation of the U.S. Lifesaving Service (USLSS) in that year, some of these locals became trained surfmen, the forerunners of the highly skilled Coast Guard personnel of today. The LSS surfmen became well known for rescues, such as that of the *E.S. Newman*, building a reputation for excellence by saving thousands of lives and providing mariners with a safety net stretching from the beach to the open ocean. One of these professional surfmen was Richard Etheridge, who eventually served as Keeper of the Pea Island Station.

Etheridge's Life

Richard Etheridge was born a slave in 1842 on the Outer Banks of North Carolina. His master, John B. Etheridge, was a fisherman, inlet pilot, and light keeper. Because John was a man of the sea, his slaves were trained accordingly and worked by his side. Although Richard was a slave, he was taught how to read and write, and was given other special privileges; there was some speculation that he was John's son. That Richard was literate is important because it led to opportunities he would not otherwise have had.

At the outbreak of the Civil War Richard Etheridge and many other slaves joined the Union Army. After the Union victory at Richmond he was promoted to sergeant, a clear demonstration of his leadership potential. As the war was coming to a close he was sent to Texas to fight in the Indian Wars and the conflicts along the Mexican border. In 1875 he left Texas a free man and returned to the Outer Banks.

Etheridge married, and to make a living and support his family he fished, but also joined the Lifesaving Service. Etheridge was the #6 surfman at the Bodie Island Station when the schooner *M & S Henderson* wrecked near the Pea Island Station, with many lives lost. Due to the number of casualties an investigation was launched, resulting in Keeper Daniels of the Pea Island Station being relieved of his duties.

Inspector Charles Shoemaker (later Commandant of the Revenue Cutter Service) concluded his analysis, and in a letter to Sumner Kimball, Superintendent of the Life Saving Service, endorsed Richard Etheridge for the keepership of the station: "I am aware that no colored man holds the position of keeper in the Lifesaving Service...and yet such are surfmen... I am fully convinced that the Life-saving Service here, in point of efficiency, will be greatly advanced by the appointment of this man to the Keepership of Station no. 17 (Pea Island Station)." Kimball agreed, and Etheridge was duly advanced.

Etheridge proved that he was up to the task as Keeper. He did not accept mediocrity and ensured that his all-black crew was well trained. By his professionalism, fulfilling the trust placed in him by Shoemaker and Kimball, Etheridge changed history. The selection of the first African American to a command position in the United States Life Saving Service was a momentous event.

And it meant that Etheridge and the Pea Island Life Savers were in place to perform their courageous efforts in the epic rescue of sailing vessel *E.S. Newman*.

Pea Island Station's Rescue of the *Newman*

In October 1896 the *Newman*, a three-masted schooner sailing from Providence, Rhode Island, to Norfolk, Virginia, ran into a hurricane. It lost all of its sails and drifted almost 100 miles before running aground off the coast of North Carolina. The Pea Island Lifesaving Station, located two miles north of the wreck, had ceased all routine patrols that night due to the high water that swamped the island. However, Surfman Theodore Meekins, who was on watch in the look-out tower, observed what he thought was a distress signal, so he lit a Coston flare. Calling Keeper Etheridge over to assess the situation, they both strained to examine the storm-tossed waves. Moments later they discerned a faint signal, which meant that a vessel was indeed in distress.

Arriving on the scene the station personnel found Captain S.A. Gardiner and eight others clinging to the wreckage offshore. The rescuers were unable to fire a line over the ship because the high water prevented them from mounting the Lyle gun in the sand. Therefore Keeper Etheridge directed two surfmen to tie a heavy rope around their bodies, binding them together. Grasping another line, the

pair moved into the breakers, while the remaining men secured its shore end. Once they reached the *E.S. Newman*, all aboard were rescued.

Aftermath

It was an honor for Richard Etheridge to become the first African American Keeper of the Life Saving Service, but it was an even greater honor when, 100 years after the historic rescue, he and his men received the Coast Guard Gold Life Saving Medal. This recognition was a result of Kate Burkart, a 14-year-old from Washington, NC, studying the Pea Island Station for a school research project, then writing to her Senator, Jesse Helms, asking him to request that the Coast Guard reward the crewmen of the Pea Island Station with the Life Saving Medal.

The story of the Pea Island Station continues to touch people today. RADM Stephen Rochon, USCG (ret.), performed additional research and made a film on the subject. In a speech at the annual Blacks in Government (BIG) Conference in August 2006, he proclaimed, "I was pleased to find nearly all of the Coast Guard's 28 leadership competencies embedded in our little film. They [the Pea Island Life Savers] didn't have the benefit of books, tapes or seminars on leadership—they just did it." Reflecting on what he had learned during his research, Rochon commented, "I had no idea that they were teaching me invaluable lessons on how to be an excellent leader. They were practicing our core values of Honor, Respect and Devotion to Duty 100 years before we gave those values a name." In closing he stated, "After 20 years of my Pea Island voyage, I've learned the value of ..., passion, doing the right thing..., and making a difference." In essence, the characteristics these men showed are the same fundamentals that all members of the Coast Guard are still striving to achieve. The Pea Island Life Savers displayed excellent leadership skills and provided an example for all who followed.

Before doing the research, the Pea Island story did not have a strong impact on me as a present-day cadet. But now the saga motivates me to carry on the traditions that the men and women before me established. This period in history goes largely unnoticed because it was so long ago, and there is relatively little documentation on minorities in the maritime community. Pea Island Station is a primary example of the struggles that minorities went through in the period after the Civil War, when

they were trying to gain equality with their white counterparts. Etheridge was born a slave and ended up as a Keeper in the Life Saving Service.

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A Tsarist Officer in the U.S. Coast Guard© *By Mike Walling*

George Vladimirovich Stepanoff was born in Moscow, Russia, on April 23, 1893. Little is known about his early years except that his parents were Vladimir and Katherine Stepanoff and that in 1919 he was an Imperial Russian Navy officer stationed on board a Second-class Russian cruiser (destroyer) in Vladivostok.

During the Bolshevik Revolution Stepanoff remained loyal to Czar Nicholas and became part of the White Russian forces in the Pacific. In 1919 American, British, Canadian, Japanese, and Chinese troops occupied Vladivostok. Ships from those countries and France controlled the port. The story, as told by Mike Hall, Captain USCG (ret.), is that Stepanoff and his fellow shipmates seized two Second-class cruisers in 1918 and sold them to the Japanese two years later. The tale gains credibility by the fact that five Tverdi-Class destroyers were seized by White Russian forces and two, Tochni (Tochnyi) and Tverdi (Tviordyi), were transferred to the Japanese sometime between 1919 and 1920.

Apparently Stepanoff used some of his share of the sale to buy passage to the US. He then enlisted in the U.S. Coast Guard on December 5, 1923, as a Boatswain's Mate First Class. His first assignment was on board the newly commissioned tug *Shawnee* (WAT-54) stationed in San Francisco,

California. By 1941 he had been promoted to Chief Boatswain's Mate and was officer-in-charge of *Raritan* (WYT-93) based at Staten Island. Shortly after Stepanoff took over, *Raritan* became part of the Greenland Patrol Forces based in Narssarsuaq. While there he was promoted to lieutenant. After three years in Greenland Stepanoff returned to the States, taking command of USS *Might* (PG-94), one of ten Canadian corvettes transferred to the U.S. Navy as part of reverse Lend-Lease. Following VE Day, Stepanoff, now a Lieutenant Commander, was assigned to *Algonquin* out of Portland, Maine.

In December 1946 *Algonquin* was in Cape Cod Bay when a northeaster with seventy-knot winds hit the coast. A message from 1st District alerted Stepanoff that a four-barge tow trying to exit the Massachusetts end of the Cape Cod Canal was losing ground and was in danger of breaking up. When *Algonquin* reached the scene, she didn't dare go alongside; she and the barges would have torn each other apart. But something had to be done—quickly: the fourth barge, with four men aboard, was sinking. Bob Wilson, *Algonquin's* executive officer, proposed a solution: get as close to the barge as possible, inflate a fifteen-person rubber raft, float it over to them on a line, and pull them back when they got aboard. The raft would be flexible enough not to cause serious damage in collisions with either barge or cutter. Stepanoff quickly agreed. They tried Wilson's plan, and it worked to save two of the four men before the barge sank. Nine months later and hundreds of mile to the east, Mike Hall, who had been on board *Algonquin* during the rescue and was now 1st Lieutenant on *Bibb*, used the same technique to successfully rescue all 69 passengers and flight crew from the Bermuda Sky Queen.

After *Algonquin*, Stepanoff went on to command *Argo* (WPC-10), *Laurel* (WAGL-291), *Spar* (WLB-403), and *Yamacraw* (WARC-333), interspersed with short assignments to Base Boston, before retiring on May 1, 1955. In all, he served for twenty-two and a half years, not counting possibly as many as ten years in the Tsar's Navy. During his service he was awarded the American Defense Service Medal with letter "A", American Campaign Medal, Asian-Pacific Campaign Medal, WWII Victory Medal, European-African Middle Eastern Medal, and National Defense Service Medal

After retiring, he lived with his wife Valentina in Ayer, Massachusetts. George Vladimirovich Stepanoff, Commander, USCG (Ret.), died March 8, 1980, was cremated, and his ashes were buried in Mt. Auburn Cemetery, Cambridge.

Author's Note

I first heard about George Stepanoff from Mike Hall, who had served with him on *Algonquin*; afterwards Mike and Stepanoff became good friends. By the time they met, Mike had been in the Coast Guard for four years, almost all of which was at sea, and most of that time on board *Spencer* during the Battle of the Atlantic (see my *Bloodstained Sea* for more about Mike Hall). Mike feels he learned more from CDR Stepanoff than from anyone else, and still has a deep respect for his one-time C.O.

Prohibition and the Evolution of the Constructive Presence" Doctrine

By Cadet 1/c Jeremy Somplasky

Prohibition

The late 19th century movement to illegalize alcohol consumption in America culminated in the ratification of the 18th Amendment and the passage of the Volstead Act by 1919. While alcohol consumption immediately dropped 30 percent, many people still wanted to consume alcohol: by 1925 there were between 30,000 and 100,000 speakeasy clubs in New York alone. Bootlegging (the illegal transportation of and trafficking in alcohol) supplied this high demand for alcohol. This helped lead to the development of what became known as "organized crime." The most notorious example, Al Capone, eventually controlled most of those supplying alcohol to New York, Chicago, and several other major cities.

Other than "moonshiners" ashore, bootleggers were supplied with most of their goods by sea. This allowed them to easily supply coastal cities from foreign countries. The first and most prominent of these suppliers in the early 1920's was William S. McCoy (the origin of the phrase "The Real McCoy," because he did not adulterate his liquor). McCoy was knowledgeable about the sea and had an intimate knowledge of the Florida coastline. McCoy in effect was the founder of "Rum Row," where "mother ships" would sit just outside of the twelve nautical mile jurisdiction line. , served time in jail, then was released on 24 December 1925.

on what remained of the nearly \$100,000 that he had made each month.

An important contribution to McCoy's downfall was the establishment and utilization of the constructive presence doctrine.

The Constructive Presence Doctrine

As early as 1888 foreign nations recognized the constructive presence doctrine as being part of customary international law. In an 1888 case the Canadian vessel *Araunah* was caught seal hunting half a mile off a Russian island in the Bering Sea. Although the ship itself was not actively seal hunting, its small boats were, making the *Araunah* "constructively present" in Russian waters. This established the doctrine that, although a vessel may not be doing anything illegal in its current maritime zone, it may still be be constructively present in another zone due to smaller 'contact vessels'. The United States Supreme Court first recognized and articulated the doctrine of constructive presence in 1911, in the case of *Strassheim v. Daily*. This Supreme Court ruling affected the decisions on multiple cases, and was frequently cited. The 1922 Supreme Court decision in *Grace and Ruby* further defined constructive presence, making it applicable to maritime law enforcement. In 1925 the Coast Guard utilized the constructive presence doctrine to detain and seize the Canadian Schooner *Marjorie E. Bachman*. The Massachusetts District court decision in this case articulated the current constructive presence doctrine.

The requirements for constructive presence are:

1. A contact boat must actually be present in a maritime zone in which the United States has sovereign rights; and
2. The contact boat must have violated a law of the United States that the United States is entitled, under international law, to enforce in that zone; and
3. The contact boat must be working as a team with the target vessel (mother ship) to violate the law of the United States.

If all three of these elements are met, the U.S. may assert jurisdiction over the target vessel, even though it is not physically present in a zone in which international law permits the U.S. to enforce its laws.

But the question remains: How did the Rum Wars have a major impact on the current constructive presence doctrine?

The Real Impact of the Rum Wars on Constructive Presence

During Prohibition halting the maritime trafficking of alcohol was a large problem for the Coast Guard and other agencies. Theoretically, the Coast Guard could have simply sat at the edge of the United States territorial sea, wait for the contact boats to purchase the contraband (illicit alcohol), and then detain and seize the contact boats. But at the beginning of Prohibition the Coast Guard, seen primarily as a life-saving service, was underfunded and understaffed. In Rum Wars Donald Canney comments that the Coast Guard was "Numerically far short of the challenge inherent in enforcing what proved to be an unpopular law." Its three main platforms were cruising cutters, inshore patrol cutters, and harbor cutters. The cruising cutters could perform extended offshore patrols, but had maximum speeds of only ten to eighteen knots. The inshore patrol cutters were designed to do only shorter patrols, and they too topped out at eighteen knots. The harbor cutters were slightly faster, but were not agile at all, making their 20-knot speed useless when chasing rum runners.

And the Coast Guard faced big challenges. Many rum runners installed WWI-surplus aircraft engines; 300-horsepower engines in relatively-light hulls made for boats that were cheap and fast. Traveling upwards of 40 knots, they could easily avoid and outrun Coast Guard assets.

Considering these problems with catching contact boats, the Coast Guard switched its focus to the other half of the problem: mother ships. These larger vessels—capable of holding hundreds, if not thousands, of cases of illicit alcohol—were much slower and more vulnerable. But the rum runners recognized that the Coast Guard only had jurisdiction out to three (later twelve) nautical miles. So long as they kept their vessels out of the Coast Guard's jurisdiction, they were safe from seizure. Bill McCoy was especially famous for recognizing this shortcoming in the United States' legal system, and would personally pilot all the vessels under his command, keeping them just over twelve nautical miles offshore.

However, much to the discontent of McCoy, the Coast Guard recognized the importance of, and began to set its sights on, the constructive presence doctrine. As early as 1923 the Coast Guard began detaining mother ships, leaving it up to the courts to decide their fate. While in the early 1920's the courts were hesitant to prosecute mother ships—

many times holding that the Coast Guard lacked evidence that the mother ships were supplying contact boats that were destined for American shores—after the Bachman case courts began to uphold the constructive presence doctrine on a regular basis. Thereafter the constructive presence doctrine put a significant damper on the offshore rum running industry.

Conclusion

During Prohibition it was the Rum Wars between the Coast Guard and liquor smugglers that shaped the current constructive presence doctrine. Today constructive presence is not only a key component of maritime law enforcement domestically, but also in international law, as reflected in the Law of the Sea Convention, Article 111, paragraph 4.

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Main Prop

Discovery of U.S. Coast Guard Cutter *Alexander Hamilton*

Press release, Reykjavik, October 2009

67 years after being torpedoed by a German U boat in January 1942, while escorting a convoy to Iceland and within sight of land, the final resting place of the Treasury Class U.S. Coast Guard Cutter *Alexander Hamilton* (WPG - 34) was finally identified in early September 2009 during an Icelandic Coast Guard operation utilizing a Gavia AUV. This was the first U.S. loss in the Atlantic after the Pearl Harbor attacks on December 7th, 1941.

Shortly after receiving a new aircraft with specialized pollution detection equipment in July 2009, the Icelandic Coast Guard detected traces of oil on the surface, invisible to the naked eye, in an area not known to contain any wrecks. Soon thereafter a survey vessel was dispatched to the area, which did a multibeam sonar survey using a relatively-low frequency system which, while surveying large swaths of the ocean bottom, does not provide much resolution on contacts. However, this survey did reveal an uncharted wreck.

As a result of these findings a subsequent operation was planned with the Icelandic Coast Guard Cutter *Ægir* in order to identify the wreck and to try to obtain higher-resolution

side-scan sonar and bathymetric data from a Gavia AUV and video footage from an accompanying Remotely Operated Vehicle (ROV).

On 31 August 2009, in spite of windy conditions

and sea state 4 - 5, it was decided to press on with the operation due to Icelandic Coast Guard vessel availability.

From the data gathered it was possible to ascertain that the vessel is lying on its starboard side at roughly a 45-degree angle in around 95 meters depth. It was also possible to see the evidence of the massive damage from the torpedo which left roughly an 11m-long hole in the bottom of the ship. Further video data from the ROV of the ship's running gear determined without a doubt that this was the *Alexander Hamilton*.

The finding of the *Alexander Hamilton* is historically significant as it was the first ship lost by the U.S. in the Atlantic, just one month after the U.S. became embroiled in the Second World War after the attacks on Pearl Harbor, and for the fact that 20 men who were killed during this torpedo attack went down with the ship. The *Hamilton* was originally presumed to have gone down considerably to the south of the position where she was found.

According to Arnar Steingrímsson, Marketing Manager at Hafmynd, "Hafmynd Ehf is pleased to have

been able to play a role in this discovery of the *Alexander Hamilton* in conjunction with the Icelandic Coast Guard and to properly mark the final resting place of these twenty U.S. Coast Guard



Gavia operation with Icelandic Coast Guard, ICG Cutter Ægir in background

sailors. We thank the men of the *Hamilton* and countless others for their service and the sacrifices made by them and their families during this dark time; you are not forgotten."

The Quentin Walsh Centennial, 1910-2010

By P.J. Capelotti, Ph.D.

When Quentin Walsh passed away at the age of 90 in the year 2000, he left a legacy of daring and audacity within the Coast Guard. His leadership of a fifty-three-member special force that captured the French port of Cherbourg and more than seven hundred German prisoners-of-war in June 1944 led to his being awarded the Navy Cross. It was one of only six awarded to Coast Guard personnel during the entire Second World War. But Walsh's wartime heroism has tended to overshadow his tour of duty on board the *Ulysses* expedition, a remarkably brutal whaling expedition to Australian and Antarctic waters in the late 1930s. A new edited volume from the University Press of Florida will soon bring Walsh's greatest pre-war adventure to light.

At the time of the *Ulysses* expedition, Walsh was a lieutenant (junior grade), and just four years removed from the U.S. Coast Guard Academy. His former classmates at the Academy would not be surprised that their "cleverest little flyweight" would prove more than a match for the entire crew of a massive factory ship intent on scouring the ocean of its whales. The note about him that accompanies his class of 1933 yearbook photograph does not mince words. "A man like our Quinty makes us thankful for the invention of exclamation points. He's emphatic! He's superlative! . . . Now you may enjoy his ready wit, or yearn to crown him with a chair . . . but either way, you can't ignore him" (*Tide Rips*, 1933). The yearbook photograph itself seems to show a man who, if you tried to ignore him, might just knock your block off.

Born in Providence, Rhode Island, on February 2, 1910, Quentin Robert Walsh had a storied career in the U.S. Coast Guard, and he was always ready to be the first person to tell you the story. In a foreshadowing event, as a boy he played on the skeleton of a whale that had been rigged as a children's playground area by a whaling captain who lived nearby.

He entered the Academy in New London, Connecticut, in the summer of 1929. After graduation four years later, his first assignment was on the destroyer *Herndon*, hunting illegal offshore rum-running operations from Maine to Cuba. Soon afterward Walsh began the training and experiences that would lead him to the *Ulysses* and

its Antarctic whaling cruise. He completed a course in international law given by the Naval War College in 1935 and was the boarding officer on board the cutter *Yamacraw* in 1936 when she captured the rum runner *Pronto* with a cargo of illegal alcohol on board. As Walsh boarded the *Pronto* her crew was attempting to throw everything overboard.

Leaving the *Yamacraw* in April 1937, Walsh was selected for a special assignment by the Commandant of the Coast Guard. The Coast Guard has long had the lead role in the federal effort to guard living marine resources, and one part of this work is the monitoring of compliance with international agreements. It was under this charge that Walsh journeyed to Sweden to join the American-flagged whaling factory ship *Ulysses* at Göteborg. His orders were to observe and report on modern pelagic (open-ocean) whaling operations and to act as Coast Guard inspector in connection with enforcing the soon-to-be-ratified International Agreement for the Regulation of Whaling, which was finally signed in London on June 8, 1937. These regulations set new legal limits on the killing of whales based on their length.

The 1937 agreement led directly to Quentin Walsh's appointment as an inspector on board the *Ulysses*. The expedition turned into a major embarrassment for the nation of Norway, as Walsh soon made it clear to American authorities that the *Ulysses* was an enterprise owned and operated by Norwegians for the purpose of importing oil duty-free into the United States. Combined with Walsh's documentation of the killing of undersized whales in contravention of the 1937 treaty as well as his overall view of the unsustainable levels of slaughter, the United States now had baseline data with which to begin the long process of bringing twentieth-century whaling to an end.

Walsh's report on his year on board the *Ulysses* makes for difficult reading, and by this I do not mean Walsh's writing, which is precise and highly descriptive. It is the grotesque brutality of the methods used to hunt, catch, kill and process the whales that can make one wince at the talents of the higher species: "The dorsal fin appears and the gunner fires, aiming, if at all possible, so the harpoon enters close to the pectoral fin. This allows the harpoon to penetrate the lungs where the harpoon's cast iron grenade explodes by its fuse

in three seconds" (from Chapter 1).

Walsh was under no illusions about the nature of the Norwegian whale hunt. "They'd have killed every damn whale they could have got a hold of, but the only thing that stopped them is they couldn't get a return on their money. That was the thing. . . . The areas over which these expeditions moved were devastated by every method and ingenuity that modern scientists could invent and install for the purpose of killing the animals rapidly and hastening the processing systems of the carcass to derive the oil."

In a similar way, he knew that his report was something special or, as he put it when I interviewed him a few weeks before his death, "maybe the most detailed report on the actual killing and the hunting of a whale that there is in, say, the English language." He knew he had been on an extraordinary adventure, a kind of Nantucket sleigh ride on an industrial scale, as when he remembered his experience of being on a killer boat just after it harpooned a whale and the whale proceeded to tow the powerful killer boat through an ice field: "That killer boat was just going like this, back and forth from hitting the ice floes and that stuff. Finally this damn whale got out in the open and this guy Larsen got a killer eye on him and killed him. But that damn thing lasted . . . he took off, and boy, he towed us through the ice fields, and all I did was hang on to a stanchion along with everybody else, with the engines going full dead astern and this damn whale was towing us through the field, and we must have been making at least five knots or so."

For a government report, the metaphors and similes can sometimes stop one in one's tracks: "The tongue [of the humpback] is soft and pleasant to touch; it feels like cold stiff satin" (from Chapter 12), or "The throat of the baleen whale is not large enough to swallow a big loaf of bread, being about four or five inches in diameter, but the throat of the sperm whale is just about big enough to accommodate the passage of a man" (from Chapter 10). Such constructions, casually moving from the sensual to the biblical, are strewn throughout the report. Walsh did not care. As he related to me more than sixty years afterward: "If they didn't like it at [Coast Guard] Headquarters, that was their pigeon."

Walsh was seldom troubled by other people's pigeons. He often prefaced an incoming

missile with a phrase such as: "This opinion may seem a bit candid . . ." At another point, when the crew of *Ulysses* did not record some data that Walsh insisted was their obligation, he writes calmly: "The personnel of the factory were under the impression that this was the duty of the inspector, but this misapprehension was soon dispelled" (Ch. 4). One longs to have been a fly on the wall as that misapprehension was dispelled.

Walsh's precise measurements of different species of whales, along with the amounts of blubber held by each and at what time, constantly refer to ideas of preservation and conservation. If whales are to be killed, Walsh implores, at least know enough to kill them only in those places and at those times when the whales are fat and full of blubber; otherwise you are engaged in a losing business proposition and a useless slaughter.

After the *Ulysses* expedition, Walsh expected to head back to Antarctica on *Northland*, which had been assigned to the third expedition of Rear Admiral Richard Byrd. War in Europe canceled those plans, and five years later Quentin Walsh would be in Cherbourg earning his Navy Cross.

Quentin Walsh would later claim that his 132 days at sea on board *Ulysses* without making a landfall was a record for a Coast Guard officer. It may be true; it is almost impossible to verify one way or another. The important facts are these: he departed Göteborg, Sweden, on June 11, 1937, and arrived in New York on April 11, 1938, after a voyage of seven thousand miles. His report became a critical piece in the movement by concerned government scientists and plain-spoken Coast Guard officers like Walsh to stop pelagic whaling under the United States flag.

From p.18: Somplasky, "Constructive Presence"

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Evolution of Coast Guard Roles in Vietnam
By Cadet 1/c Zachary W. Bonheim

The Coast Guard has been involved in every major U.S. war, filling a variety of roles: from battling privateers in the Quasi War with France in the 1790s to escorting ships across the Atlantic and piloting landing craft in both World Wars. The Vietnam Conflict, however, was the first modern instance in which the Coast Guard was called upon to directly combat a foreign enemy to protect U.S. maritime resources and provide security, this time along the winding coast of the Southeastern Asian country. While many missions of the Coast Guard remained the same, the conflicts in Vietnam required expedited and evolved tactics to ensure the success of the mission.

When the United States was a brand-new nation, newly independent of the much-larger British Empire, it needed a service to collect and enforce tariffs to provide the government with revenue and protect the fledgling industrial economy. The Revenue Cutter fleet was built for this exact task. The earliest ships were two-masted schooners that were “light, fast, easily managed, seaworthy vessels, handy in beating in and out of harbors and through winding river channels.” This 1790 description of the Revenue Cutters is almost synonymous with the needs of the naval warfare conducted in Vietnam. The innovative uses for Coast Guard cutters and introduction of new coastal warfare boats continued to show the usefulness of a “brown water navy.” Though the era had changed drastically, the idea of the Coast Guard as an expert in close, coastal warfare was largely the reason it was brought into the Vietnam Conflict.

Another mission the Coast Guard historically had conducted, the protection of maritime transportation, was also transferred to the Vietnam conflict. Along with their role of interdicting South Vietnamese smugglers, Market Time assets were charged

with “preventing infiltration from the sea and with assisting customs, security, and fisheries patrols” against hostile forces. The Communist Viet Cong often tried to collect taxes from the fishermen in the areas they controlled. The introduction of the Coast Guard to Vietnam assisted in cracking down on these collections and ensured the safety of the Vietnamese fishing fleet from hostile North Vietnamese forces. The function ranged from protecting Vietnamese civilian merchant and fishing vessels to U.S. Navy transport or supply ships and battleships.

Assisting distressed mariners also has been a mission of the Coast Guard since its earliest days. Search and rescue, as well as other humanitarian efforts, did not stop despite the combative environment created by the Vietnam Conflict. Along with the 17 patrol boats in Vietnam, beginning in 1967 high-endurance cutters were also sent to Southeast Asia. A U.S. Army Special Forces Commanding Officer whose unit was located in an area frequented by the WHEC patrols “persuaded the early units into performing MEDCAPS and other Civic Action Projects.” These operations ranged from education, construction, and counter-propaganda projects to monetary donations from the crews. As always, the Coast Guard conducted extensive search and rescue operations, especially in the monsoon months that included “pounding seas and torrential rains.” Eugene Tulich’s book *The United States Coast Guard in Southeast Asia During the Vietnam Conflict* lists numerous humanitarian missions undertaken by cutters and their crews. Tulich writes, “When the Coast Guard went to Vietnam it did not forget its training and tradition. The primary peacetime mission of the Coast Guard is the safety of life and property at sea.”

This continued effort to fulfill all its roles, no matter whether under wartime or peacetime environments, shows the true scope and importance of the Coast Guard’s involvement in the Vietnam Conflict. Yet while many of

the Coast Guard's traditional peacetime missions were represented in its actions in Vietnam, there was a much greater disparity between its roles in the World Wars and in the Vietnam Conflict.

WWI brought about a revolutionary change for the Coast Guard: it was the first time that control of the entire Coast Guard was shifted from the Department of the Treasury to the Department of the Navy. Though six cutters were transferred overseas, they mainly participated in protecting the convoys that supplied the war in Europe from across the Atlantic. Any coastal patrols were done domestically, and focused on vessel safety and possible maritime sabotage and infiltration. In WWII the Coast Guard was again transferred to the Navy. Its role had evolved from WWI: in addition to convoy duties, Coastguardsmen conducted anti-submarine patrols and "took part in every major amphibious invasion of the war." Specifically, Coastguardsmen piloted amphibious landing craft in the European and Pacific campaigns, upholding their reputation for excellent shiphandling skills. Thus, although influential and crucial to the success of maritime missions in both World Wars, the Coast Guard did not take on a direct combat role until the Vietnam Conflict. [Ed.: I warned 1/c Bonheim he might take some flak on that statement...]

Unlike in both World Wars, the Coast Guard's combatant role in Vietnam immediately became apparent. Less than a week after arriving in Vietnam, the *Point Orient* was fired upon by North Vietnamese shore forces. The surveillance and security patrols that the Coast Guard undertook were drastically different than the escort and transport jobs performed in WWI and WWII. Though under command of the Navy, the WPBs had little direction for their missions; Coast Guard Division 12 commander, LCDR Richard J. Knapp, said, "Surveillance operations were pretty relaxed. The DER [Navy destroyer, USS *Savage*] stayed offshore and didn't provide a lot of guidance. We kind of set up our own tactics." This trust in and

independence practiced by the Coast Guard cutters was an important aspect of their sometimes dangerous role during Vietnam. This independence was perfect for the smaller Coast Guard cutters, Larzelere writes, for, despite the change of scenery, Coast Guard crews "knew how to respond to emergencies."

Though the greatest change within the Coast Guard took place in relation to the duties of the coastal patrol boats, the additional cutters sent to Vietnam in 1967 to supplement the Navy's offshore forces, mentioned earlier, also fulfilled roles they had not performed since WWII. As Larzelere writes, beginning in 1967 the Coast Guard also "designated five 311-foot *Casco*-class high-endurance cutters for deployment to South Vietnam with Market Time." These cutters worked on a ten-month deployment before being switched out with other Coast Guard assets. Much like their roles in the World Wars, these ships were used initially as outer-boundary ships, along with the deep-draft Navy destroyers and other vessels. However, when needed, Coast Guard cutters provided valuable naval gunfire support, firing an average of 41 naval gunfire missions each.

The various roles of the Coast Guard in the Vietnam Conflict either reinforced the long-standing missions of the service since its creation in 1790, or evolved the combat techniques and procedures that were essential for success in a modern war. The United States' early departure from Southeast Asia left much to be desired in terms of maritime security and warfare; yet the lessons learned from fighting a new enemy in a new style would be transferred to the future roles of the Coast Guard, specifically in the Persian Gulf during Operations Iraqi and Enduring Freedom.

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A Historic First Visit By a Coast Guard Cutter to the People's Republic of China

By CDR Theresa Neumann, USCG

USCGC *Sequoia*, a 225-foot Coast Guard buoy tender homeported in Guam, visited the port of Shanghai, People's Republic of China, on May 21-27, 2006, while participating in the 16th Convention of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). The purpose of the voyage was to participate as a platform, demonstrating the capability of the new U.S. Coast Guard buoy tenders to service buoys and fixed aids. Although the cutter received much notice from the local Chinese press, little was reported externally in the American media.

USCGC *Sequoia* was the first Coast Guard cutter to visit the People's Republic of China (PRC). The previous visit by a cutter to this

region was the USCGC *Ingham's* visit in 1945 (during World War II), which predated the existence of the PRC, established as a nation in 1949.

USCGC *Rush*, a 378-foot High Endurance Cutter, visited Quingdao, PRC, as part of a Far East deployment, arriving June 11, 2006. This visit was highlighted in *Coast Guard Magazine*, and was covered by the international press. At that time, and within many articles, the visit was noted as the first by a "major U.S. Coast Guard cutter since the World War II era" (*Coast Guard Magazine*, Issue 4, 2006, page 24). The visit by *Rush* had been planned for many years, and was a historic event, as the cutter visited China as one of three stops in Asia while conducting operations in support of the North Pacific Coast Guard Forum Multi-Lateral/Multi-Task Exercise. Many dignitaries from both the United States Coast Guard and China were involved with this visit. A public affairs specialist was deployed on USCGC *Rush* to document the voyage.

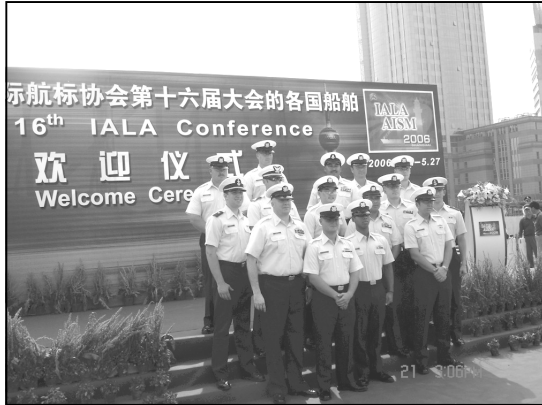


In 2009 USCGC *Rush* returned to China, visiting the port of Shanghai this time around. In *The Honolulu Advertiser*, Tuesday November 24th, the visit by the *Rush* was noted, including the statement that "the *Rush* was the first U.S. Coast Guard Cutter to visit China since World War II."

How quickly history can fade, forgetting the smaller cutter! Without decreasing the

Main Prop

significance of the visits by CGC *Rush*, it is important to note, and not overlook, the true historical fact that *Sequoia*, the “Black Pearl of the Pacific,” was first. The visits by *both* ships were historically significant, as well as aiding the nation and the Coast Guard by improving regional cooperation.



For further reference:
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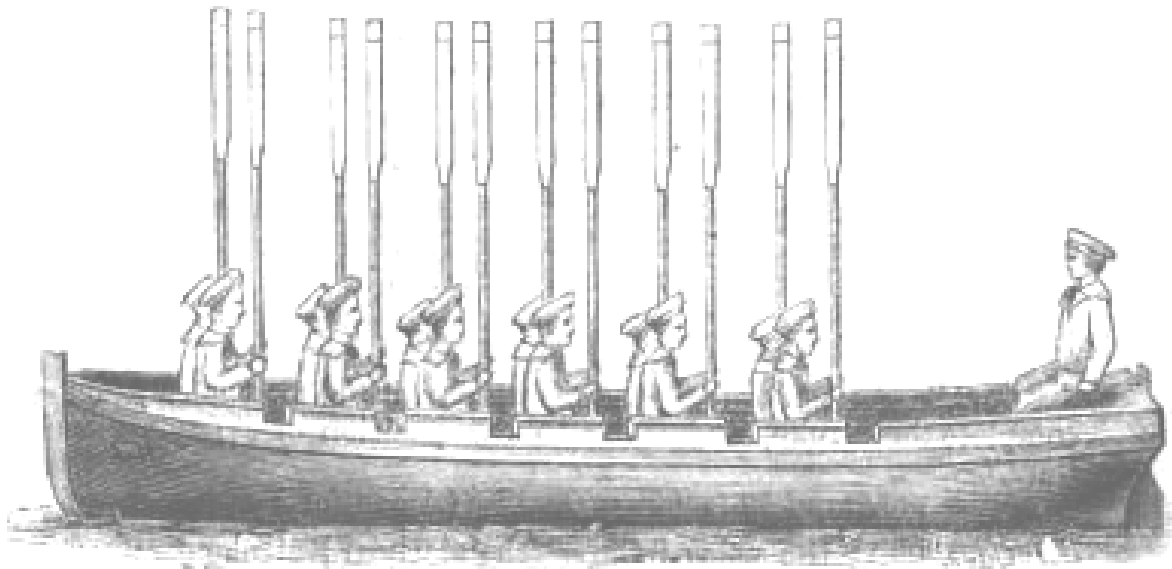
Article from Chinese press noting *Sequoia* arrival, followed by CGC *Rush*: <http://english.peopledaily.com.cn/90001/90776/6241886.html>

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The Honolulu Advertiser, Tuesday, November 24, 2009, “Coast Guard Cutter *Rush* Returns to its Honolulu Port”

CDR Neumann is a 1991 graduate of the Academy with a BS in Government, and holds a Masters of Public Administration from the University of Southern California. She is the spouse of LCDR Jeffrey Neumann (Commanding Officer of USCGC Sequoia 2005-2008).



TOSSING OARS

A Tribute to William D. Wilkinson (September 2, 1924, to December 13, 2009)

By Commander Timothy R. Dring, USNR (Ret.), 29 December 2009

The maritime historian community suffered a significant loss recently with the passing on December 13, 2009, of William D. Wilkinson, Director Emeritus of the Mariners Museum of Newport News, VA. Although Bill was interested in all aspects of maritime history, he will be best remembered as the leading historical expert on the designs of all the small craft used by the



U.S. Coast Guard and its predecessor service, the U.S. Life Saving Service. This was the focal point to which Bill devoted his time and energies for over 50 years, starting in the 1950s.

Although Bill originally hailed from Utica, NY, he really considered himself a New Englander, having spent most of his childhood and early adult years in Massachusetts around Boston. Following a three-year stint of active duty in the U.S. Army during World War II in the European Theater of Operations (combat engineer branch of the U.S. Third Army), Bill obtained his bachelor of arts degree from Harvard University in 1949, and later completed post-graduate studies at the University of Connecticut, New York University, and Columbia University. His first real exposure to professional maritime historical preservation work was from 1958 to 1963, when he was with the Museum of the City of New York as museum administrator

and maritime curator. It was during this period that Bill started compiling information and conducting active research into USLSS and USCG small craft, carrying out his work with the National Archives and the U.S. Coast Guard, both at Headquarters and at the previous USCG Third District in New York.

Following the period of 1963 to 1972, when he was the registrar of the Metropolitan Museum of Art in New York, Bill joined the staff of the Mariners Museum in Newport News, VA, eventually achieving the position of executive director, and retiring in 1995. It was during this period that Bill had his most active role in the historical preservation of former USLSS and USCG small craft, becoming personally involved in the restoration and display of such historically important boats as the first pulling/sailing lifeboat used by the USLSS: a 30-foot model purchased and imported from the Royal National Lifeboat Institution of Great Britain as a prototype for later U.S.-built models. It was also during this period that Bill held important consultative and project management assignments on the Secretary of the Navy's Advisory Committee for Naval History, the USCG Academy Foundation, the Association for Rescue at Sea, and the U.S. Life Saving Service Heritage Association, among others. During these years Bill provided continual, effective and expert historical service to the U.S. Coast Guard Historian's Office, culminating in the awarding by the USCG of a distinguished service award in 2002. In all of this, Bill always had the unstinting support of his wife of 43 years, the former Dorothy Spencer.

Speakings

I first became acquainted with Bill around the year 2000, meeting him in connection with my own historical research interests in USLSS and USCG rescue craft. From that point in time until his death, Bill was a colleague and friend, sharing with me all that he had learned about these boats, and providing me with complete access to his (by now) huge collection of books, documents, and boat blueprints. Whatever I know today about these craft is due in no small part to Bill's tutoring, kindness, and generosity. This partnership culminated most recently in the co-authoring of a new book entitled *American Coastal Rescue Craft*, published by the University Press of Florida, wherein all of these USLSS and USCG small boats are described in great detail. This book had been a life-long ambition of Bill's, and I'm very pleased that he lived to see it in print before he died. The fact that this book is so successful and comprehensive can be attributed to Bill's efforts at preserving this history over so many years.

I think that I speak for the entire maritime historian community in saying that Bill will be greatly missed.

Memorials

Restorers Seek Clues to Ship's History

Lighthouse Tender Lilac Built in Del.

By Robin Brown, 324-2856, rbrown@delawareonline.com

The News Journal, October 3, 2009

For decades in the late 19th in early 20th centuries, ships serviced lighthouses and lightships along the coast, providing supplies, fuel, mail and transportation. Today, only one lighthouse tender of the U.S. Lighthouse Service remains. And that Wilmington-built vessel was almost lost.

Lighthouses—often built on isolated and rocky banks—needed a special kind of ship to tend them, and as part of the U.S. Lighthouse Service and later the U.S. Coast Guard, the vessels had an important role in the country's maritime history.

The *Lilac* was spared a scrap-heap fate thanks to New York volunteers trying to revive the deteriorated ship as a working, educational treasure. A Delaware native with family ties to the ship's crew is helping researchers fill in some of the holes in the vessel's history.

Shifted in 1939 as the Coast Guard assumed Lighthouse Service duties, the ship was renamed WAGL-227 and tended buoys after lighthouses automated. The Coast Guard converted most steam ships to diesel, but left the *Lilac* intact. Today, it is the only Coast Guard steam vessel left.

Painted gray in World War II, it added weapons and was assigned to port security. It was repainted in peacetime and moved to Gloucester, N.J., after its Edgemoor base closed in 1948. Fitted with radar in 1949, the ship served many duties—including crash rescue and firefighting—before its 1972 retirement, historian Norman Brouwer wrote.

The ship next was used for training in Maryland and sold in 1984 to a Virginia scrap firm that docked it and used it for office space.

When the aging ship again went up for sale, likely for scrap, it was bought in 2003 by the nonprofit Tug Pegasus preservation project of New York City and towed to Pier 40 at White and West Houston Streets in New York, where it remains today.

Memorials

The group sponsored the nomination that Brouwer wrote for the National Register of Historic Places, approved in 2005. But project leaders still knew little about life on the ship in its early days.

Thanks to Wilmington native Sallie Davidson Macy, whose grandfather, Capt. Andrew J. Davidson, first skippered the *Lilac* as it tended lighthouses along the Delaware coast, they are getting some answers. Her father, Andrew A. Davidson, spent countless hours with him aboard the Wilmington-built ship, and before her grandfather died, he gave his old ship photos to her father.

Her father died last year, she said, “but I am trying to carry on for him his passion for the *Lilac*.” Seeing his old photos led her to wonder, then search out, what became of the ship. Learning of its salvage, she gave the project the original photos to help the group know and share more about people behind and aboard the *Lilac*.

Her father “takes us back to the beginning of the *Lilac*,” said the project’s executive director, Charlie Ritchie, adding that she sparked an effort to compile “living history” of its crews. Before, he said, their only photos of the early days were from Hagley Museum and Library, most of them showing its 1933 launch at Pusey & Jones Shipyard.

Andrew J. Davidson came from a shipbuilding family. He helped his father build schooners at the family’s Milton shipyard. He joined the U.S. Lighthouse Service in 1895 as a ship’s carpenter at the Philadelphia Naval Yard and served in World War I as U.S. Navy boarding officer at Reedy Island in the Delaware River.

He made captain in 1917 and had two ships before the *Lilac*, and was appointed its captain during its construction.

His son, Andrew A., summered on the *Lilac* but charted a different course. He became a Wilmington artist and teacher. “He loved painting water scenes and lighthouses,” Macy said.

Another treasure she shared with the project was his last painting of the *Lilac* off Lewes, home of the lightship *Overfalls*.

For decades, the Edgemoor-berthed *Lilac* was the main vessel keeping up the lighthouses, buoys and lightships or floating lighthouses of Delaware River, its bay and ocean approaches.

As lives and cargo relied on the safety devices, a forerunner of the *News Journal* told of the *Lilac* in a 1937 report, “Delaware River’s Unsung Heroes Face Risks to Serve Shipping.”

The next year, the captain retired at age 67, saying, “I guess I’m a landlubber now.” His last night aboard, Davidson—called a calm-tempered captain come gale, fog, ice storm and hard winter—was ready to keel-haul the steward who was late with supper call. Then the crew surprised their beloved skipper with a lavish meal, a tribute nearly making Davidson cry. He told of that night in an article in a newspaper, announcing his retirement to the “snug harbor” of his Wilmington home.

Youngsters now fill the old ship. The project’s Maritime Adventure Program offers teens summer jobs, year-round after-school activities and internships in cooperation with city government, schools and the Chinese-American Planning Council. Teens have done most of the labor in the last two years while gaining useful skills and experience, Ritchie said. Children also present “Ship of Ghouls,” a Halloween event that helps raise awareness and recruit support.

Memorials

The ship's water and heat systems were fixed and restoration is started on the officers' cabins, bunk room and galley, but years of work and expense lie ahead. "I just put in a \$1.2 million grant application to clean up and get the engines running," Ritchie said. "As far as I know, it hasn't operated since 1972, but I'm optimistic."

The ultimate goal, he said, is to restore the *Lilac* to original condition, run it with a volunteer crew, offer maritime education programs, host cultural events and use its 20-ton crane, big deck and maneuverability for environmental projects. The ship could also become a national Historic Landmark.

Macy, 61, who now lives in Tennessee, says her grandfather and father would have loved that. She dreams of seeing the restored ship steam into Wilmington. But she says her goal now is to find fellow Delawareans to share their past with the ship to ensure that future generation know the *Lilac* was loved in the state that built and first crewed her to keep others safe on its coast.

Note: Anyone willing to share photos, memorabilia, and information about the *Lilac* may contact Executive Director Charlie Ritchie, *Lilac* Preservation Project, Box 20165, West Village Station, New York, NY 10014, (845) 612-1950 or Charlie@Lilacpreservationproject.org.

OUT OF THE BLUE

by Captain Ray Copin, USCG (Ret.)

I was recently privileged to be in a crowd witnessing the ribbon-cutting at a new and novel Coast Guard aviation exhibit less than an hour drive south of Norfolk, Virginia, and some thirty miles--as a helicopter flies--from historic Kitty Hawk, North Carolina, where the Wright brothers changed the world. If you find yourself anywhere near this latest show of rich American history named "Out of the Blue," you will not regret taking the time to take it in.

In the heart of historic downtown Elizabeth City, North Carolina, the Pasquotank River flows toward Albemarle Sound past a large, charming structure at water's edge housing the Museum of the Albemarle, northeast regional history museum of the State of North Carolina. The museum offers a fascinating look at the progression of industry, lifestyle, technology, dress and other period features dating from the nation's founding to present day. Creative exhibits trace interesting details of the past in appealing presentations permitting an informative overview, if one's time is limited, or detailed examinations, for those engaged in serious research.



USCG Photo Public Affairs Specialist Andrew Kendrick
"Jay" Helicopter Display Ready for Youngsters

With the museum situated near the Atlantic Ocean and close to the famous Outer Banks, I was not surprised to see evidence of the Coast Guard in several exhibits. Period uniforms and artifacts of the Coast Guard and its predecessor organizations, the Revenue Cutter Service and Lifesaving Service, are shown along with enticing tales of rescues in the surf.

Coast Guard aviation previously appeared in several museum displays, but the rich history of Coast

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Guard aviation really landed here in style in the fall of 2009. After nearly two years of intense planning, “Out of the Blue,” a uniquely designed wing of the museum, was opened. This new exhibit traces the nearly hundred-year history of Coast Guard aviation with highlights of nearby Coast Guard air facilities. Only a few miles from the museum, several Coast Guard units perform their missions on and from property at the Elizabeth City Regional Airport. An air station operates helicopters and long-range, fixed-wing aircraft; a technical training center prepares men and women for duties as air crew members, rescue swimmers and aviation maintenance specialists; an aircraft overhaul and testing facility is ever busy with those functions; and various support services exist for the hundreds of Guardians and civilians operating and maintaining these units. Given this proximity, it was natural for the evolution of Museum of the Albemarle exhibits eventually to feature specifics of Coast Guard aviation. Once space was available, the museum staff sought advice and assistance from several Coast Guard sources, bringing quick and helpful response—in accord with the Coast Guard’s motto, *Semper Paratus* (Always Ready).

Considerable aid surfaced from representatives of the local commands, from the Office of the Historian at Coast Guard Headquarters in Washington, D.C., and from each of the more than thirty Coast Guard air stations. Detailed historical help came from the Coast Guard Aviation Association, an all-volunteer, non-profit national association of active, retired and former Coast Guard aviation personnel and supporters. Two members were of particular assistance in helping the museum ensure accuracy in its displays: the association’s volunteer historian John “Bear” Moseley, Coast Guard aviator and retired airline Captain, provided valuable historical and chronological detail in documents he had researched and assembled covering the history of Coast Guard aviation from its earliest years to the present; and the multitude of contributions by association history committee member Bob Workman, retired Coast Guard Captain and aviator, included countless hours and a great deal of direct support. Bob worked closely with museum staff during many visits from his home two hours distant, and he furnished his carefully-researched, soon-to-be-published manuscript which chronicles the many contributions of Coast Guard aviation to Naval aviation during the period from 1910 to 1938. In addition to providing this impressive document, which includes nearly three hundred significant photographs, he supplied two models of historic aircraft which he had crafted with exacting detail and which now soar suspended above one of the “Out of the Blue” displays. The five-foot-wingspan model of the famous Navy NC-4 aircraft helps depict the very first successful aerial crossing of the Atlantic Ocean, which was accomplished in 1919 with Commander Elmer Stone, Coast Guard aviator number one and Naval aviator number thirty-eight, at the controls. The original NC-4, a Smithsonian holding, has been on display at the Naval Aviation Museum in Pensacola. Captain Workman’s four-foot wingspan replica of the Curtiss F-Boat seaplane which was also flown by Stone hangs near the NC-4 model. Soon to be added by Workman will be his eight-foot wingspan model of the first Lockheed HC-130 ‘Hercules’ aircraft to enter Coast Guard service. Ever since that took place in 1960, the Hercules has been and continues to be the long-range, fixed-wing workhorse of the service. Workman’s model of the



USCG Photo Public Affairs Specialist Andrew Kendrick
Alex and Elijah Kendrick Rescuing a Stuffed Bear

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first HC-130B will appear in the Coast Guard colorings and markings of its day, suspended along with a replica of the HC-130J, the latest version currently being operated by the Coast Guard, in its modern markings. Thus these two models will bridge a half century of USCG aviation history.

The story of Coast Guard aviation from its inception in 1916 is told in more than 120 artifacts, photographs, models, graphic panels, actual rescue equipment, and mannequins. A unique and favorite interactive, near-life-size rescue helicopter display is called “Jay,” named after the local fleet of Sikorsky “Jayhawk” HH-60 helicopters. Here youngsters, perhaps some of whom will themselves someday become Guardians, are invited to “come inside and play.” Depressing a button results in the replica’s tail rotor slowly turning. Children can then enter the cabin and crank the rescue hoist, bringing a “survivor” in the rescue basket to safety. Miniature aircrew flight suits are available for photographic purposes and to add realism to the child’s experience. Jay is sure to forever delight and inform children and adults alike who are fortunate to enjoy “Out of the Blue” at the impressive Museum of the Albemarle.

The museum, offering tours, educational programs and membership opportunities, is located at 501 S. Water Street, Elizabeth City, NC 27909 and may be reached at (252) 335-1453, by e-mail at moa@ncdcr.gov, or may be researched at www.museumofthealbemarle.com. The author is indebted to Ms Wanda Stiles, museum Collections/Exhibit Specialist, for institutional information and exhibit images for publication.

In 1982 Admiral Dexter gave Doug Sheehan of Portland, OR, the Admiral’s log from Guadalcanal. Mr. Sheehan’s son Patrick has digitized the log and posted it on the internet; you can view it by clicking on the link below. (Mr. Sheehan notes that if you want to see the full-resolution version, it is a 154 MB download, so it will take a while.) <http://www.crazyfingers.com/dexter>

The log has several sections:

1. Men lost due to Enemy Action
2. Men lost due to medical reasons
3. Men transferred due to ineptitude or inability to perform
4. An alphabetical list of Coast Guard people
5. Ships, and crew members of each ship
6. Members of the press at Kokum
7. A table of Actions by day from August 7 to Nov 5, 1942.

Provided courtesy of CDR Gary M. Thomas, USCG, Executive Director, FCGH; CAPT Cari Thomas; RADM Sally Brice-O’Hara

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MARIEL BOATLIFT COAST GUARD SHIP RETURNS TO KEY WEST AS MUSEUM



The historic U.S. Coast Guard Cutter *Ingham* arrives in Key West, Fla., after being towed to the island city from Charleston, S.C. Photos by Andy Newman/Florida Keys News Bureau



A line handler rides the forepeak of the U.S. Coast Guard Cutter *Ingham* as it arrives in Key West.



U.S. Coast Guard boat escorts the historic U.S. Coast Guard Cutter *Ingham*. In 1980, when 125,000 Cubans fled Mariel, Cuba, the *Ingham* was active in search-and-rescue missions in Florida Keys and South Florida waters, rescuing refugees from swamped rafts and boats and refugee vessels to safety.

KEY WEST, Florida Keys -- A historic Coast Guard cutter that performed search-and-rescue missions between the Florida Keys and Cuba during the 1980 Mariel Boatlift arrived in Key West Tuesday afternoon to serve as a floating museum.

The 327-foot *Ingham*, launched at Philadelphia in 1936, is believed to be the most-decorated vessel in the Coast Guard fleet. According to Coast Guard historical records, it is the only cutter ever awarded two Presidential Unit Citations.

Named for Samuel Ingham, who was United States Secretary of the Treasury in the 1800s, it is one of only two preserved Secretary Class cutters.

In 1980, when more than 100,000 Cubans fled Mariel, Cuba, the *Ingham* was active in search-and-rescue missions in Florida Keys and South Florida waters, rescuing refugees from swamped rafts and boats and escorting refugee vessels to safety in Key West.

The *Ingham* served during World War II, where it sank an enemy submarine while on convoy duty protecting ships that ferried supplies to Great Britain. It also served in the Korean War and earned Presidential Unit Citations for service during the Vietnam War.

Decommissioned in 1988, the preserved *Ingham* was a museum ship at the Patriots Point Naval Maritime Museum, in Charleston, S.C., whose focus is on Navy ships. Facing financial burdens to repair other vessels in its fleet, the museum no longer could afford the \$80,000 annual cost of maintaining the *Ingham*. A group of Key Westers decided to acquire the vessel that is now a registered National Historic Landmark, dedicated to Coast Guard personnel killed in action in World War II, Korea and Vietnam.

The *Ingham* is docked on Key West's Truman Waterfront beside the USS *Mohawk*, another former Coast Guard cutter-turned floating museum, and is scheduled to open to the public in December.

Courtesy of the Monroe County Tourist Development Council, provided by Dr. William Thiesen

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The photo at right is of the Coast Guard Motor Lifeboat MLB 44310 and Utility Boat UTB 41300, shown in October 2009 at Crocker's Marine, near Fort Trumbull, in New London, Connecticut. They were due to be shrink-wrapped and stored for the winter. The intention is for the boats to become museum pieces at the Coast Guard History Museum at Chatham on Cape Cod, Massachusetts.

Provided courtesy of Fred Herzberg, Founder and Executive Director Emeritus of FCGH



Adm. Thad W. Allen, the Coast Guard Commandant, addressed the Corps of Cadets in a speech on 7 January at the Coast Guard Academy in New London. Allen will finish his four-year tour as Commandant on May 25. As part of his remarks, he observed, "I don't own these stars," referring to the stars on his uniform that show he is an admiral. "The American people lent them to me, and I'm going to have to give them back on the 25th of May." But he did fulfill a previous request by Academy Superintendent Rear Adm. J. Scott Burhoe, which he called one of the stranger requests he has received as Commandant: he donated the uniform he wore during the response to Hurricane Katrina. Burhoe said the uniform will be displayed in the Coast Guard Museum because it is part of the service's history. -- From Jennifer Grogan, "Commandant Wants Flexibility as a Way of Life for Coast Guard," *The New London Day*, January 8, 2010

Off Duty

Rescue Warriors: The U.S. Coast Guard, America's Forgotten Heroes

By David Helvarg. NY: Thomas Dunne Books, 2009. 384 pp. Illus. Intro. Notes. Bibl. Index. \$25.95.

Book review by VADM Howard Thorsen, U.S. Coast Guard (Ret.), Founder and Chairman Emeritus of FCGH

When a retired "Coastie" like me opens a book that presumes to tell the story of the United States Coast Guard, it is usually with more than a little trepidation. Will it be a glamorous depiction, a retelling of well-known history, or a hatchet job? In the case of *Rescue Warriors: The U.S. Coast Guard, America's Forgotten Heroes*, author David Helvarg was afforded unlimited access to every part of the Coast Guard organization during more than three years of research and assimilated more than enough information to write with conviction and authority, in an engaging and conversational manner. In it, I found little to object to, despite one or two inconsequential discrepancies in his facts, and I recommended the book to friends even before being asked to review it.

Helvarg describes his experiences alongside the crews of aircraft, ships, boats, small-boat stations, command centers, and other elements of the Service as they fulfill and support their many daily missions. He allows the crew members to tell their stories in the first person, to demonstrate the individual initiative and authority that is traditional in the Coast Guard organization, while smoothly educating the reader in the diverse activities performed by the smallest of the armed forces.

Rescue Warriors is timely. The author describes the monumental changes being made in the modernization program under Admiral Thad Allen, whose impact will long be felt (and he provides an interesting diary-like narrative of a few days in the Commandant's schedule outside of Washington).

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The reader learns of the broad reach of the Coast Guard, from the Northern Arabian Gulf to the melting ice of the Arctic, and the exponential increase in the number of Guardsmen whose primary function is to be prepared to use the force necessary to protect our homeland.

Helvarg evokes the different Coast Guard crews—rescue swimmers, whose lives are not unlike those portrayed in the movie *The Guardian*; surfmen, who embody the highest skill of small boat coxswains; armed helos, whose primary role is to stop high-speed smugglers' boats by shooting out their engines; "duck scrubbers," crews who clean up after oil spills when the perpetrator is unknown or financially unable; and marine safety inspectors, who shoulder the unheralded responsibility for so many aspects of our maritime environment.

Nevertheless, Helvarg is not an unequivocal fan of the Coast Guard. While he writes that in his reporting he discovered "a part of government that *works*," he identifies individuals who, in the field or afloat, were found to be inadequate in the performance of their duties. The fatally flawed Deepwater program acquisition process is dissected and laid out for even the layman to understand. One wonders why the Coast Guard leadership embraced and supported it for so long, in the face of objections by their own operators and engineers.

Including the "warts and hairs" in his description of a Service that he obviously holds in such high regard testifies to Helvarg's credibility. After mingling on the deck plates among the men and women who are doing the job in the field and who exemplify the Coast Guard's core values of "honor, respect, and devotion to duty," Helvarg considers the Coast Guard's historic lack of funding and aging assets and concludes, toward the end of his book, that "If the Coast Guard were a private corporation, it would probably have filed for Chapter 11 by now."

Rescue Warriors provides the reader sufficient information to understand the finest relatively unknown and surely unappreciated organization in the federal government: the United States Coast Guard.

Off Duty

Weed Man: The Remarkable Journey of Jimmy Divine. By John McCaslin. Available from Amazon.
Book Review by LCDR Mike Bennett

Weed Man details the exploits of one of the biggest drug traffickers to infiltrate the United States. This is an account of the unbelievable exploits of Jimmy Moree, a law-abiding citizen turned million-dollar drug trafficker, who, amidst sometimes unbelievable, hilarious and escalating circumstances, risked life and limb to both make—and give away—a fortune.

It was on a secluded cay in the Bahamas one otherwise ordinary morning that Jimmy Moree went for his usual jog on the beach—one that changed his life forever. After all, how many people stumble upon several million dollars while exercising? Soon, millions more would fall into his lap. And with every million, Jimmy spins an amazing yarn, each more incredible than the last—such as when he tried to poison a mean neighbor with a deadly barracuda; how ungodly deception caused him to steal the holy garments and identity of his Catholic school priest and principal; why several thousand pounds of particularly potent marijuana came to be stored in the crawl space of a church during its Easter services; his extreme generosity shown to the poor farmers and fishermen who helped care for his ailing mother; and his unlikely view—as of one of the world's biggest drug smugglers—from his pew at the royal wedding of Prince Charles and Lady Diana.

Bales upon bales of marijuana, sackloads of cash, crooked cops and politicians, CIA operatives ... and a law-abiding citizen-turned swashbuckling Caribbean Robin Hood.

[Note: several sections of the book detail Coast Guard-related matters.]

The Coast Guard Combat Veterans Association is a community of warriors. These four men met for the first time at the 2009 Reunion-Convention in Reno, Nevada, and discovered that they had served in Coast Guard Squadron One on USCGC *Point Arden* (WPB 82309) at different times. Left to right: Bill Frost, Jere Bennett, Terry O'Connell, and Gordon Landon. Landon is a recipient of the Purple Heart Medal. The Point Arden trademark Landon is holding is the actual one that was on the cutter in Vietnam.

Provided courtesy of CWO4 Paul C. Scotti, USCG (Ret.), National President, CGCVA and CDR Gary Thomas, FCGH Executive Director



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