

The Cutter

The Newsletter of the Foundation for Coast Guard History

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Presentation to the winner of the FCGH Small Unit Award for CG history. FCGH Chairman VADM Jim Hull to CAPT Emerson, with Emerson's boss RDML Vince Atkins (CG-7, Assistant Commandant for Capabilities) in attendance.

Courtesy of CDR Gary Thomas, FCGH Executive Director, and VADM Jim Hull, FCGH Chairman

From the Chairman *By VADM Jim Hull, USCG (ret.)*

As we consider the ending of 2010 and the beginning of 2011, we are reminded of the history that needs to be documented and preserved for future generations, including the Gulf Oil Spill and the Haiti earthquake, not to mention the myriad other, smaller issues that arose and events that took place. We, the Foundation for Coast Guard History, are chartered to help make sure this happens. And we are! "The Book" that we produced and is now on sale is outstanding,

Continued on p. 2

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 where gear might otherwise chafe. In the *Cutter*: interesting historical oddments used as filler.

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

From Front Page

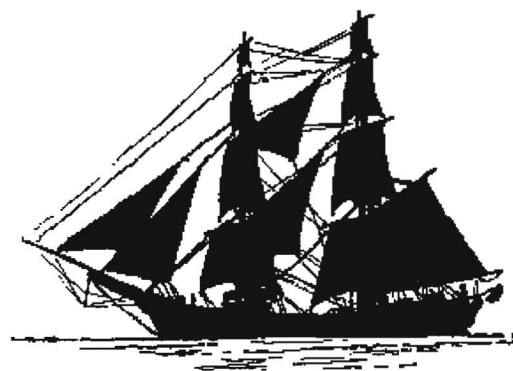
and sales have been brisk. (I can't give you a full accounting yet, but a second printing is not far in the future.)

We will stay engaged as the Coast Guard and the Coast Guard Foundation struggle with making a decision on a new and expanded Coast Guard Museum. In the meantime we will work with members to make sure we can assist them as appropriate, and that our Foundation will have a continuing role in that endeavor.

We need to expand our membership to enable us to capture all that is necessary. On this subject I probably sound like a broken record. But that is how we maintain our relevance and our funding and provide avenues for individuals who want to contribute to our mission, or even those who simply want to stay informed. We are maintaining our membership, but I would like to show year-over-year increase; later this year I will report on what target growth would appear to be reasonable.

With that said, the Commandant ADM Papp is leading the service into a new period of fiscal restraint. We will observe and document those activities worthy of our mission—and I am certain there will be many.

Semper Paratus.



From the Executive Director

By Gary Thomas, CDR USCG

As I finish typing this column, I'm sitting on an Amtrak train en route to the Coast Guard Academy to attend the retirement of CAPT Rob Ayer, our very own Editor. While the Coast Guard is losing a fine officer who has contributed greatly to inspiring cadets to appreciate the rich history of our service, we are very fortunate that he's volunteered to remain our Editor. Being the Editor is not an easy task, but he's made it look easy, producing exceptional editions of the *Cutter* three times a year.

Even though I love history and the past, my job tends to drive me toward the future. But retirement ceremonies, because they offer an opportunity to reflect on an officer's career, get you thinking about the past. So I thought I'd recap what we accomplished as an organization this past year.

The most obvious is *The Coast Guard* "coffee table" book that we sponsored. It has been an unquestioned success—nearly 3/5 of the first run of 3000 copies sold in less than six months! In some cases, we've had trouble keeping enough in the Exchanges to conduct a book signing by the author. In addition to the visibility of Coast Guard history that the book generates, a portion of the profits go to the Foundation to help fund our operational costs.

Fred Herzberg, our founder, was able to arrange the donation from Richard Petri (USCG, ret.) to the Foundation of his ship model collection. We are now making arrangements for this visually stunning collection to be displayed to the public at the Buffalo and Erie County Naval & Military Park. It is a fitting location, as the Foundation sponsored a bronze plaque

there honoring LT Thomas J. E. Crotty, a Coast Guard veteran of the Pacific Theater of World War II and the only active duty Coast Guardsman who fought the Japanese at Bataan and Corregidor. LT Crotty survived the "Bataan Death March" but later died at the POW camp at Cabanatuan, Philippines.

We once again gave out awards and, as usual, the judges had a hard time picking the winner. That our judges—all volunteers—have a hard time choosing winners is a good sign that authors are working hard to preserve our history.

And while we piped aboard some new members, we didn't bring on as many as I had hoped. While that may seem a bit cold and calculated, the fact is that member dues are the lifeblood of our organization. For example, funding the summer intern at the historian's office is one of the things for which I'm most proud of the Foundation—but it takes money.

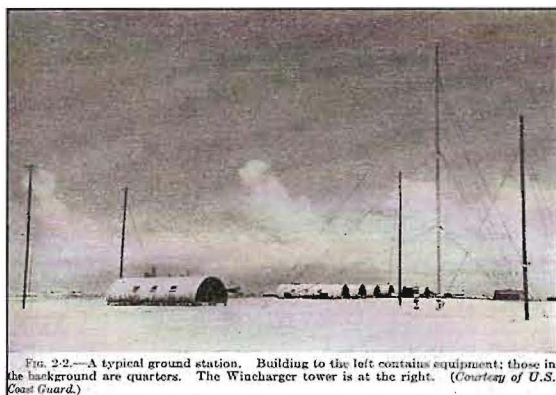
And if dues are the blood of the organization, then I'd have to say that volunteers are the oxygen—and we're not getting all the oxygen we need to thrive. If you're reading this, that means the new membership & subscription volunteer—that's me—got the mailing process right! We could use volunteers to help with this, as well as other efforts. In the end, we're only as productive as we make ourselves. We have a great organization, a great mission and lots of potential. We just need some more support.

So, I'll have to say we're still on course, but a bit behind our P.I.M. However, with some volunteers and new members, we'll make it up. Make all reports to the bridge—we await further guidance and tasking from the membership.

TO EUROPE AND FAR EAST: A BRIEF HISTORY OF COAST GUARD ACTION IN ASIA AND THE WESTERN PACIFIC

BY JOSEPH LIFFRIG, CADET 1/C, USCGA, 2ND PLACE WINNER IN THE 2011 FCGH/CGAAA COAST GUARD HISTORY CADET RESEARCH & WRITING COMPETITION

The Coast Guard is typically assumed to operate in the coastal United States. However, as the words of *Semper Paratus* remind us, the needs of the country often take our Coast Guard members "From Aztec shore to Arctic Zone, To Europe and Far East". Indeed, the Coast Guard has been active in Asia and the Western Pacific since World War II. This activity has ranged from active combat roles in WWII and Vietnam, to navigational support and search and rescue over the world's largest ocean.



Major Coast Guard activity in Asia and the Western Pacific began on 1 November 1941 when President Franklin Roosevelt signed Executive Order 8929, transferring the Coast Guard from the Department of the Treasury to the Navy¹. This resulted in some ships being entirely Coast Guard-manned, and some Coast Guard members integrating with Navy crews. New wartime duties were carried out in conjunction with existing duties such as Aids to Navigation and Port Security¹.

The first combat action by the Coast Guard in the Pacific began at the Battle of Guadalcanal in 1942. Robert Johnson tells us that the *Hunter Liggett* was the only Coast Guard vessel to participate in the action at Guadalcanal. She launched landing craft loaded with Ma-

rines, and assisted with the rescue of survivors from ships that were sunk during the battle. Signalman First Class Douglas Munro embarked from the *Hunter Liggett*, and his gallant actions during the battle made him the only Coast Guard member to earn the Congressional Medal of Honor¹.



Coast Guard sailors and ships were involved in many of the subsequent campaigns in the



Pacific, primarily performing duties as escorts and landing craft operators. When the Coast Guard was transferred back to the Treasury Department following the war, Secretary of the Navy James V. Forrestal summed up the service's contributions best when he stated that "During the arduous war years, the Coast Guard has earned the highest respect and deepest appreciation of the Navy and Marine Corps. Its performance of duty has been without exception in keeping with the highest traditions of the naval service"¹. These meritorious contributions were vital in the successful outcome of the war, and marked the beginning

of the long and successful Coast Guard involvement in the Far East.

Fighting a war over thousands of miles of ocean was no easy task, and good navigation was crucial to a successful outcome of World War II. When the administration of the new Long Range Radio Aids to Navigation (LORAN) program was transferred to the Navy on 1 January



1943, the Coast Guard was tasked with building and operating stations to provide coverage for the entire Pacific theater². This mandate was implemented by Coast Guard teams that followed immediately behind the combat and built sites on recently recaptured islands. With the first stations planned for the Bering Sea, LCDR John F. Martin, USCGR, was designated as first Commanding Officer of a LORAN unit. More coverage soon followed, with transmitting stations built in the Aleutian, Hawaiian, Phoenix, Caroline, Marshall, Gilbert, and Marianas chains². The swift construction and operational readiness of these stations provided navigational assistance to ships and airplanes as the fighting front moved inexorably closer to Japan and victory.

Following World War II, Coast Guard involvement in Asia centered on training the nascent Japanese and Korean Coast Guards. On 23 August 1946, Captain George McCabe arrived in South Korea as the first commanding officer of the training contingent³. His task was extremely challenging, as he needed to build enlisted and officer forces and the fleet from scratch while dealing with cultural and language barriers. His relief, Commander William C. Achurch, arrived in Korea in May 1948 and served as the head advisor to the Korean Coast Guard until it made the decision to become the Korean Navy. At that point, the United States Coast Guard decided that it was not ideally suited to train a Navy, so

Commander Clarence M. Speight, USCG (ret.), was hired by the U.S. Army as the new Chief Advisor. He continued in this role until the North Korean invasion, at which point the advisor program ended³.

In 1947 Captain Frank M. Meals, USCG, arrived in Japan and helped to establish the Japan Maritime Safety Agency. This organization would later become the Japan Coast Guard³. Although these training operations involved a small number of Coastguardsmen, they played a huge role in ensuring the stability of the region and helped to reconcile the tensions created by the War.

Coast Guard action in the Pacific and Asia during this period was not limited to training. Coast Guard ships on Ocean Station provided valuable weather readings and assistance for incoming United Nations vessels, and the Coast Guard established air detachments throughout the Pacific. With locations in the Philippines, Guam, Wake, Midway, Adak, and Hawaii, these detachments conducted search and rescue flights to safeguard the flow of United Nations troops being moved across the Pacific to the war in Korea⁴.

In 1952 the Coast Guard established the Far East Section (FESEC) at Yokota Air Base in Fussa-shi, Japan. This office was tasked with the overall control of all LORAN units in the area. The increased air and sea traffic caused by the Korean War had resulted in the need for better LORAN coverage, so a new station was built at Pusan, South Korea. It went on air on 5 January 1953. This new station worked in conjunction with eight other stations in the region to provide invaluable navigational assistance to the United Nations forces engaged in the war. These LORAN units constituted the largest permanent Coast Guard presence in the area⁴.

Following the cessation of hostilities in Korea, there was little Coast Guard action in the Far East until war broke out in Vietnam. This conflict brought about the most important engagements by the Coast Guard in Asia since WWII. Enemy land forces in the South were being resupplied by sea, but the Navy lacked the neces-

sary shallow-water craft and expertise to effectively prevent infiltration. In response to this deficit, the Coast Guard deployed twenty-six 82-foot cutters to support the blockade, dubbed Operation Market Time.

This interdiction mission was difficult and dangerous. Crews spent 70 percent of their time underway to cope with the massive volume of small-vessel traffic, and they often took fire from enemy sampans and ground forces as they were making boarding approaches. In 1967 this force of small vessels was augmented by an outer echelon of five High Endurance Cutters. Combined with Navy swiftboats, these forces effectively stemmed the seaborne flow of enemy supplies into South Vietnam⁵.

Combat operations in Vietnam had again created a need for expanded LORAN coverage. The Coast Guard responded, and by 8 August 1966 LORAN stations were on air in Lampang and Sattahip, Thailand, and Con Son, Vietnam. These stations were monitored from a control station in Udorn, Thailand⁵.

The increase in vessel traffic created additional logistical problems that the Coast Guard worked to solve. An Aids to Navigation Detachment operated in South Vietnam to mark and maintain the waterways, ensuring that vessels could proceed safely into the ports. The Coast Guard Port Security and Waterways Detail inspected harbors and implemented security measures, and Explosives Loading Detachments supervised the offloading of ammunition and dangerous cargos⁵.

These tasks helped to prevent accidents and enemy attacks, and served to ensure that a continuous flow of supplies and weapons was available to U.S. land forces. Several Coast Guard pilots also served with the Air Force on Search and Rescue helicopters. Coast Guard involvement in Vietnam ended in 1973, with some assets being transferred to the South Vietnamese, and the remaining vessels and personnel departing for home⁵.

Although the Vietnam War created a great deal of controversy, the positive impact by the Coast

Guard is undeniable. According to Robert Scheina [former Coast Guard Historian], around 8,000 Coast Guardsmen served in Vietnam. Seven lost their lives and 59 were wounded. Through 1970, Coast Guardsmen had received over 600 decorations from every branch of the armed forces and from the Vietnamese Army⁵. This uncommon valor allowed the Coast Guard to fulfill a broad range of responsibilities in Vietnam, and truly demonstrated its strength as a multi-mission, combat-ready force. In a time when the service was lacking identity, its effectiveness in Vietnam brought about greater cohesion and recognition that had been lacking since the 1967 transfer to the Department of Transportation¹.

After the Vietnam War, the primary Coast Guard presence in the Western Pacific consisted of LORAN-C stations scattered throughout the theater. These stations were still under the control of FESEC at Yokota Air Base. The number of stations peaked during Vietnam, when there were 18 stations in the area between Japan, Vietnam, and Johnston Atoll. With the advent of GPS, LORAN became less important, and these stations were either decommissioned or transferred to local governments by mid-1993⁴.



Prior to October 1993, operations in Asia and the Western Pacific were divided between FESEC in Tokyo and District Headquarters in Honolulu⁷. It was determined that this area of responsibility could be covered more efficiently by one office, so as the LORAN stations under FESEC closed, that office became Coast Guard Activities Far East (FEACT) under the command of Captain Richard C. Wigger⁶. Captain Wigger assumed command of all Coast Guard activities in the Far East, including safety inspections of U.S.-flagged vessels, maritime accident investigations, and liaison activities with U.S. Forces Japan and foreign maritime safety organizations. Due to the vast area to be cov-

ered, FEACT also operates detachments in Singapore and Seoul, South Korea⁷.

Although the vast majority of Coast Guard units operate around the home waters of the United States, there are vital components that protect our nation's interests overseas. These Guardians are at the very tip of the spear, and carry on the valiant tradition of service far from home exemplified by Douglas Munro when he gave his life at Guadalcanal.

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SPARS: Women in WWII

By Joseph Smith, Cadet 3/c USCGA, 3rd place winner in the 2011 FCGH/CGAAA Coast Guard History Cadet Research & Writing Competition

The outbreak of the Second World War came at a difficult time in American history. The country was caught in the throes of the Great Depression, with unemployment at near-record heights. This all changed on 7 December 1941 with the attack on Pearl Harbor, Hawaii. As men left factories and the home front to go fight overseas, women stepped up to fill the gap in a variety of ways. One way was through the creation of the SPARs, by which women played a crucial role in keeping the Coast Guard afloat and ready for the duration of WWII.

On 23 November 1942 the Coast Guard Women's Reserve was signed into existence, by the order of President Franklin D. Roosevelt, under the direction of LCDR Dorothy Stratton. Its purpose was to take over certain stateside duties of the Coast Guard, freeing up active-duty men to fight. By introducing women, FDR relieved men from roles such as radio operator to transfer them to the front

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.

lines of protecting America's coasts, where the Coast Guard performed security for the shipping industry as well as for Navy convoys.

The day after the Women's Reserve was signed into being, LCDR Dorothy Stratton was commissioned into the program. Formerly a member of the WAVES, the Navy Women's auxiliary, LCDR Stratton proved instrumental in molding the SPARS from its infancy into the strong and streamlined organization that it needed to be in order to support the war effort. She advanced quickly through the ranks, getting promoted to Captain in less than a year. While organizing this new group, she came up with the acronym SPAR. The term comes from the Coast Guard motto, "Semper Paratus", and its translation, "Always Ready". By taking the first letter from each word, Stratton coined SPAR, a name that would stick and earn respect throughout WWII. As defined by Merriam-Webster's dictionary, a spar is "a stout, rounded, usually wood or metal piece (such as a mast, boom, gaff or yard) used to support rigging." This is exactly the role that Stratton saw women fulfilling as members of the Women's Auxiliary: theirs was a support mission to ensure that the Coast Guard could fulfill its role as maritime protector. This is not unlike the Coast Guard's role in backing up the Navy during times of war. During her tenure, Stratton saw the Women's Reserve Program grow to new heights, gaining in both numbers and responsibilities. After retiring from the Coast Guard at the end of the war, CAPT Stratton was appointed chairman of the International Monetary Fund. She also served for ten years as the National Executive Director of the Girl Scouts of America.

Across the country, women were ready and willing to support the SPARS. In just four years there were ten thousand applicants for the program. These applicants were ordinary, every-day women who were determined to do their part to make sure America stayed safe and had the resources necessary to win the war. The average enlisted SPAR was twenty-

two years old and had graduated from high school, earning just twenty-five dollars a week prior to the war. The average officer was a twenty-nine year old college graduate who earned roughly fifty dollars a week. Though pay was certainly not the main motivator for these women to join the SPARS, many made significantly more in the Coast Guard than they had in civilian life. This was because the Coast Guard treated women with an equality that was rare at the time. They were accepted as serving a role in the fleet and were consequently paid at the same rates as their male counterparts.

At the same time, the SPARS program was open to accepting African-American applicants into its enlisted ranks as of 1944. Within a span of four months, six African-American women applied and were accepted into the SPARS. Once enlisted, it was even possible for these women to gain commissions as officers in the Coast Guard Women's Reserve. In fact, by the end of the SPARS, six African-American women received commissions as ensigns.

Another point marking the SPARS as unique from other auxiliary programs at the time was that a number of SPAR officers completed their training at the United States Coast Guard Academy. This marked the first time in history that women were trained at any of the United States military academies. Over seven hundred women trained there during the course of the war, over fifty percent of all SPAR officers. The women underwent a rigorous six-week crash-course training program to become familiarized with military customs and courtesies. This was not unlike the current Swab Summer program, in that it was designed to give basic training regarding military protocol, without teaching job-specific skills. Rather, women in this program already had prior experience in the job they would be performing, whether through enlisted time in the SPARS or in their previous civilian jobs.

Following commissioning or graduation from boot camp, SPARS were integrated into Coast

Guard units to serve in a variety of roles. Many served in secretarial positions, performing the same duties they would have in the civilian world. Though not authorized to become pilots, women were rated to pack parachutes as well as to operate air traffic control towers. SPARs worked everywhere in the continental United States. In 1944, they received the necessary authorization to work in Hawaii and Alaska (allowing them to work in all U.S. territory except Puerto Rico, which lacked adequate housing). This was crucial, because Alaska was home to a very important LORAN station. One of the most important roles SPARs played was maintaining and operating LORAN stations across the country. LORAN was a long-range aid to navigation that allowed aircraft and ships to determine their position based on radio signals transmitted from shore. This system served for years to provide accurate navigation prior to the creation of and crossover to using GPS.

Women proved instrumental in helping America maintain its dominance during WWII by fulfilling critical roles in the coast Guard. At its height, SPARs made up six percent of the enlisted Coast Guard, and eight percent of the officer corps. Without these brave pioneers advancing into positions heretofore reserved for our nation's men, the country would not have been able to maintain a strong wartime footing for the duration of the war. Though largely forgotten by the average American, those in the Coast Guard still remember and are grateful for the sacrifices made by these women.

There are two different Coast Guard vessels currently named in honor and remembrance of those women who served our country as SPARs. The first is a *Juniper*-class seagoing buoy tender that was launched in 2000. It is the second cutter to bear the name *Spar*. The previous *Spar* was decommissioned over ten years ago. USCGC *Spar* is based out of Kodiak, Alaska, and its main mission is maintaining ATON in the area, as well as search and rescue missions and ice-breaking operations. The second vessel named in memory of

the Coast Guard women of WWII is the new National Security Cutter *Dorothy Stratton*. This ship is unique because it is a reminder of the first commander of the SPARs program, and the First Lady, Michelle Obama, is sponsoring the ship. This marks the first time a Coast Guard ship has been sponsored by a First Lady, rather fitting considering the firsts associated with the ship's namesake. The National Security Cutter will be responsible for national defense and homeland security, as well as basic law enforcement. This is also in keeping with the roles that CAPT Stratton played when she commanded the SPARs, taking responsibility to ensure America's maritime safety.

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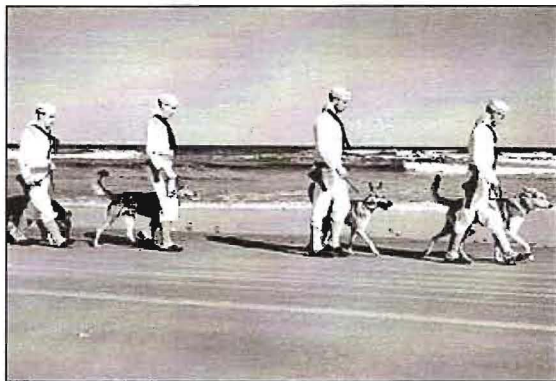
Coast Guard Beach Patrols in WWII

By CWO Scott Epperson



Impetus and Inception

On July 25, 1942, Coast Guard Headquarters issued a directive that all Naval Districts adjacent to the coast were to organize a beach patrol system in all areas where the terrain would permit.



This order was in direct response to the June 13, 1942, attempt by German saboteurs to come ashore on Long Island, NY. On that evening, Seaman Second Class John Cullen of the Amagansett Coast Guard Station surprised a group of Germans who had just been landed on the shore by a U-boat. Their intent was to destroy and cripple industrial and transportation facilities in the Northeast and Middle Atlantic states. Four days later a similar group of Germans was put ashore in Florida with the same intentions. All the saboteurs were caught eventually.

However, even though port security patrols of picket boats and other operations also were conducted during this time, it was evident that an extended chain of coastal patrols was needed. The formation and use of the patrols would not be intended to act as military protection for the coast, but as a coastal monitoring system, keeping watch on the beaches for suspicious activities. The patrols would be conducted as part of the Port Security function.

Animal Assistance

Those who implemented the patrols recognized that the patrolmen would benefit from additional assistance. Dogs' keen sense of smell would enhance the patrols, and horses would extend the range and speed of patrolmen.

The dogs were trained at facilities in Pennsylvania and South Carolina and first served in Brigantine Park, NJ. Within a year the dogs had proved to be so useful that animals and their handlers eventually were on duty in all districts. About two thousand dogs were used for patrols nationwide.

Dog patrols generally were conducted at night over a length of about a mile. They usually replaced two-man patrols, reducing personnel requirements. One of the noticeable benefits was that a 50-75-pound snarling dog was a lot more frightening than a man with a pistol.



Horses also became an integral part of the patrols. By its end, the mission used over 3,200

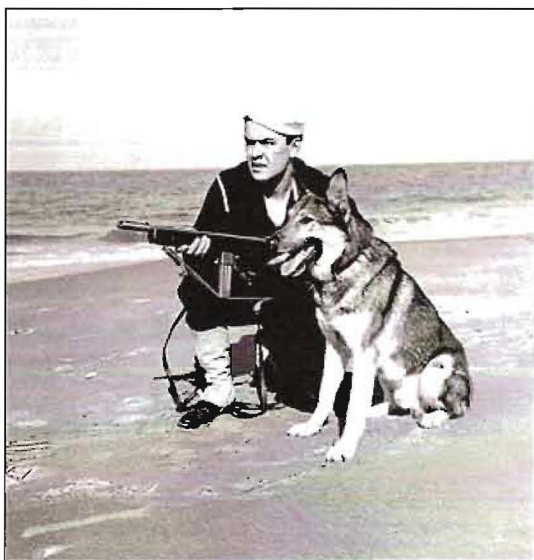
animals, all provided by the Army. When the call went out for riders, the response was great: polo players, cowboys, rodeo riders, stuntmen and many more applied to do their part. Many of the riders trained at Elkins Park and Hilton Head, NJ, before being assigned to a patrol station.

Patrols were usually conducted with two riders, and in some cases dogs and horses patrolled an area together. The use of horses also allowed patrols to carry radios into isolated areas and to cover ground quicker.

The System

Teams made up of men, dogs and/or horses patrolled the nation's beaches. A normal patrol would cover about two miles of beach and use two men, armed with rifles, sidearms and flares. Special telephone boxes were set up along the patrol sectors, allowing the men to communicate with patrol headquarters and relay information about activities. Eventually ten Coast Guard Districts operated patrols, and about 24,000 officers and enlisted covered more than 3,700 miles of coastline.

On the West Coast patrols operated from Morro Bay to San Diego. Patrol headquarters and substations were located at Morro Bay, San Clemente, Santa Barbara, Malibu, Santa Monica, Redondo Beach, Camp Pendleton



and Mission Bay. (There may have been other locations that have not been positively identified yet.) Catalina Island served as a training camp for Coast Guardsmen during the war; the Coast Guard took over the Peninsula half of the island for this purpose.

Patrols were carried out no matter what the weather conditions, even if it meant patrolling at 20 below zero in February. But weather wasn't the only hazardous factor faced by patrols; terrain was an important element also. Steep descents to beaches, darkness, and the conditions of the coastal area itself made patrolling treacherous at times. Because of this, jeeps, trucks and boats were also used to transport patrolmen to and from their areas.

Drawdown

On February 18, 1944, the Commandant, ADM Russell R. Waesche, ordered a 50 percent reduction in beach patrol personnel for the West Coast, which released 2,500 men for duty at other locations. A further gradual reduction of the patrols at all stations followed. By July 1944 only the West Coast had an active patrol, of only eight hundred men.

Eventually the Army returned to many of the West Coast beaches, especially in California. Throughout the remainder of the war, however, Coast Guardsmen continued to man beach lookouts and to carry out traditional beach patrol activities.

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Telling the Story

Other operations besides beach patrols surely went on in Southern California that are not in the general Coast Guard history books. Many facts and memories about these activities exist somewhere, yet most Coast Guard histories of World War II, when describing different operations, provide scant mention that the West Coast was involved. Down through the years since World War II, the records of Coast Guard activities and operations in Southern California during the war either have been filed away in the national archives or dispersed throughout private collections and libraries around the country.

The SOCAL Coast Guard History Project is an effort to bring all those missing histories back together to re-write the story of Coast Guard operations in Southern California in one publication/location. We are in the early stages of making this happen, and we have found only a small number of resources so far. We are following up on some that have not yet been explored. The larger project is "Coast Guard SOCAL History"; our e-mail is socalcghistory@gmail.com. The particular blog on this subject is "Coast Guard Beach Patrols in World War II" at <http://socalcghistory.blogspot.com/>.

If you know of a source of information about Coast Guard activities in Southern California, we'd love to hear about it—please contact us and let us know. Especially, if you know of someone who was a part of Coast Guard operations in Southern California and would be able and willing to talk about his/her experience, please let us know as soon as possible by sending us contact information.

Photos provided courtesy of the Coast Guard Historian.

CWO Epperson serves at the Leadership Development Center, U.S. Coast Guard Academy, New London, CT

The Coast Guard Locomotive

By George A. Cassidy

In 1979 I was in the U.S. Coast Guard and serving at the Academy as the Assistant Public Affairs Officer. One day I was sitting in my office in Hamilton Hall when I heard the whistle of the locomotive of a train going through the Academy grounds. I came up with the idea of creating a Coast Guard locomotive. I approached my boss, LT George Whiting, PIO at the Academy at the time, and he gave his full support. Malcolm Clark was Superintendent at the time. I approached RADM Clark with the idea and he told me to go ahead—as long as it didn't cost the Coast Guard any money. I contacted the Central Vermont Railway, and they agreed to it—if it didn't cost them any money, either. This resulted in a challenge, but we got the job done—for zero dollars. It seemed to all work out well.

We started with a Central Vermont Railway GP-9, a 124-ton, 56-foot-long engine built in 1956. The USCG logo on the locomotive came from the USCG Cutter Cape Fearweather, home-ported in New London—thanks to a chief boatswain mate who was also a rail fan. We added lots of Coast Guard Academy cadets, rags and paint. Most of the painting actually was done by the Viking Ford Dealership in East Lyme, CT. We had just purchased a brand-new Pinto station wagon from them, and thus had a little leverage. So they did it for free—but of course, they did get something: to put their name on the back, lower portion of the rear hood on the engineer's side!

My wife got the good job of painting the tire rims white—a no-no with the FRA on diesels. (The Central Vermont let it ride at first, but six months later, the tires were no longer painted.) We also tried to polish the bell on the nose, but it just wouldn't come clean... so we painted it gold. The Coast Guard flags were displayed in the flag holders on the unit, and the American flag in the coupler. The CVRR Road Foreman, shortly before we

Main Prop

“launched” the locomotive in ceremonies at the CV roundhouse in New London, placed red and green lamps—“running lights”—in the classification lights on the nose.

When we christened the locomotive RADM Clark’s wife Ann smashed a bottle of bubbly on it. In order to make this a grand event, I had shaken up the bottle beforehand. This worked so well that Mrs. Clark got covered in champagne, from head to foot! She told my wife that she was going home to “suck her dress.” I never let on what I did! This was the invitation:

THE UNITED STATES COAST GUARD And THE CENTRAL VERMONT RAIL- ROAD

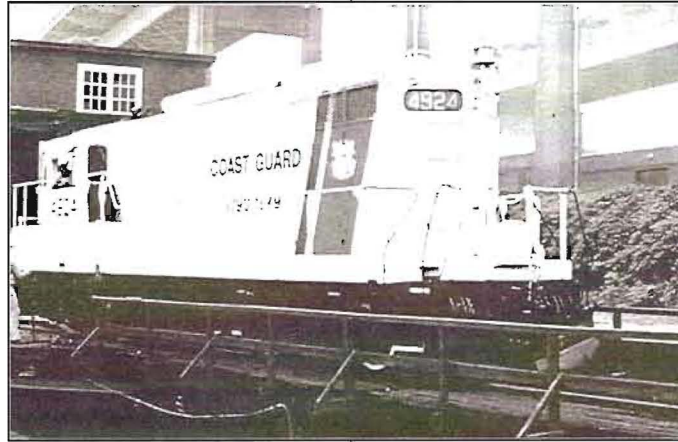
Cordially invite you to be one of our guests at the Commissioning Ceremonies of THE ONLY COAST GUARD LOCOMOTIVE IN THE WORLD!

Monday, July 2,
1979 Central Ver-
mont Roundhouse
New London, Conn.
Ceremonies Start 9
AM

CV kept this locomotive clean—it was washed often in St. Albans, VT—and even though the CV only agreed to the color scheme for three months, it was repainted twice. It ended up on a postcard. I’m sure there’s never been anything like this in the Coast Guard, before or since. The CV

and the CG got lots of positive feedback from it: “Get on the right track—take the Coast Guard!” Its runs were between New London and Brattleboro, VT, where the

Coast Guard normally didn’t get much exposure. I’m quoted in the paper as saying, “It should turn a lot of heads,” and I guess it did. Articles on the engine appeared in the New London Day and the Springfield (MA) Sunday Union.



“Mac” Clark not only had given his permission for this project, he was a railroad enthusiast himself. One day he called me into his office and hinted that he’d like a ride in “his” locomotive. I arranged a ride from the Academy up to the Willimantic area for the both of us. I even had his two-star flag flying from the front of the locomotive for the trip (I still have that flag today). You should have seen the looks on the cadets’ faces as we rolled through the lower Academy and they spotted the Admiral in civvies

in the window of the locomotive. Yep—they braced up and saluted! My wife (a great CG wife) followed us up in the car, and even shot some photos of the train going north along Rt. 32. RADM Clark had a great time doing this. We had certificates made up for the engineers who drove the locomotive, and



RADM Clark’s was one of the signatures on them:

Honorary Commanding Officer,
United States Coast Guard. _____ Of the
Central Vermont Railroad is hereby design-
ated Honorary Commanding Officer in the
United States Coast Guard. Your commission
as Commanding Officer of the First Coast
Guard railroad engine in the world is in effect
from 2 July through 30 September 1979.
Signed:

PHILLIP LARSON, General Manager, Cen-
tral Vermont Railroad
M.E. CLARK, Rear Admiral, U. S. Coast
Guard
Dated: July 1979 at New London, Ct.

When the official Coast Guard birthday came
around on 4 August, the locomotive was
scheduled to be on display at the Academy.
But instead, it was on an actual "SAR mis-
sion." Three locomotives and 14 freight cars
had derailed near Springfield, MA, because a
heavy rainstorm washed out a section of track,
so when duty called the 4924 was pressed into
service. How perfect!

*Previous page: VRR Photo of George Cassidy
in the cab of VRR steam locomotive #97.*

*George Cassidy is beginning his 31st year as
a railroad engineer on diesel & steam loco-
motives at the Valley RR in Essex, CT—
inspired, in part, by the USCG Locomotive
Project. He can be reached at George A.
Cassidy, 37 Noyes Avenue, Stonington, CT
0 6 3 7 8 , 8 6 0 - 5 3 5 - 1 1 7 1 ,
gacassidy@sbcglobal.net*



U.S. Coast Guard, 40' Utility Boat

Coast Guard Heroes: Charles Sexton

By LTJG Stephanie Young and LTJG Ryan White

Many of the Coast Guard's heroes fought in wars abroad or found themselves under enemy fire in foreign countries. But Charles W. Sexton found himself facing danger in the course of his everyday duties at Coast Guard Station Cape Disappointment. Sexton, a machinery technician, was rescuing four fishermen in peril when the seas tragically took him.

On January 11, 1991, Sexton and his crew launched motor lifeboat 44381 after they received a report that the fishing vessel *Sea King*, a 75-foot stern trawler, was taking on water four miles northwest of the Columbia River Bar. The *Sea King* had four men on board and was in danger of sinking, with her decks awash and the engine room steadily filling up with water.

Sexton went aboard the foundering fishing vessel with other crewmembers to treat the injuries of a *Sea King* crewmember who had fallen to the deck. Once the victim was stabilized, Sexton focused his attention on dewatering the vessel. Because the *Sea King* was so flooded, it required several dewatering pumps to remove the initial quantity of seawater from the engine room, along with hourly dewatering of the vessel to ensure the boat did not submerge.

After more than six exhausting hours of dewatering and maintaining the vessel, with the worst of the treacherous bar crossing behind them, the *Sea King* rolled over without warning and threw its passengers into the agitated seas. The power of the water trapped Sexton in the enclosed pilothouse, and he, along with two fishermen, went down with the vessel.

Now-retired Chief Quartermaster Bill Segelken was on scene as a crewmember aboard Coast Guard Cutter *Iris* when Sexton was lost to the sea. He was a First Class Quartermaster at the time, and remembers vividly the sight of *Sea King* overturning. "The *Sea King* took a long roll to port. While the vessel

appeared to be recovering from the roll, the port quarter went under and the ship began to roll further," said Segelken. "While in our minds, as we observed this, it seemed to take forever, the reality is that once the ship started to roll she was capsized in seconds."

A special place in the Coast Guard's history: There is a certainty of danger that Coast Guardsmen encounter in the line of their everyday duties, whether it is the shifting waters of a river bar or the towing of an unstable vessel; and it is an unvarying reminder of how fragile life is.

"The Columbia River Bar is always a treacherous place to navigate," said Segelken. "Even on a nice day the swells could be running at six to eight feet, and as quick as the current changes directions they could build to 10-12."

Despite the perilous complexities in the *Sea King's* rescue, Sexton exhibited courage and devotion to save others in the most humbling of ways. Sexton's courage was recognized, as he was posthumously awarded the Coast Guard Medal for extraordinary heroism.

"It has long been understood that the Coast Guard faces danger every day, but that could not be more true than a day on the Columbia River Bar," said Segelken. "In my career after this incident I have spent nearly 15 years in command centers. I have launched countless aircrews and small boats into harm's way. This case provides me a first-hand reminder of the potential impact of those dangers."

At a ceremony on May 17, 1991, Rear Admiral Joseph Vorbach, commander of the 13th District, commented on Sexton's heroism: "Keep bright his memory, so that next time someone asks who are your heroes, you won't hesitate to answer, 'Petty Officer Sexton.'"

Some links applicable to this story:

<http://www.uscg.mil/tcyorktown/ops/nmlbs/>

<http://www.uscg.mil/d13/gruasAstoria/units/capedisappointment.asp>

[http://www.gocoastguard.com/find-your-career/enlisted-opportunities/enlisted-ratings-descriptions/machinery-technician-\(mk\)](http://www.gocoastguard.com/find-your-career/enlisted-opportunities/enlisted-ratings-descriptions/machinery-technician-(mk))
<http://www.uscg.mil/D13/>

Appeared originally on the Coast Guard Compass blog, Thursday, November 4, 2010.

Courtesy of CAPT Eric Bruner, who said: "I was the conning officer on CGC Iris steaming alongside the Sea King when she went over and we lost Sexton. Bill Segelken was a ship-mate."

[This is more recent history than usually appears in the Cutter, but I thought readers would enjoy it. – Ed.]

USCGC Dallas Drydocking – A Little Too Exciting

By ??? [I received this third- or fourth-hand, and no one could name the author. If someone supplies it, I will be happy to publish it in next issue.]

I am the Assistant Project Manager for DAL-LAS and flew down to Tampa in November 2010 for its emergency dry-dock. The ship had a controllable pitch propeller leak out of the hub or shaft, and they wanted to investigate it out of the water.

Thursday we walked the blocks, and from the get-go it was kind of weird. The block height was supposed to be 73", but then the yard negotiated 53", they actually ended up being only 51", and several of the blocks were off several inches. Plus, just walking around the dry dock floor, there were holes everywhere, so corroded you could stomp through them; none of it set a good tone for the yard.

The dry-docking evolution was scheduled for late Sunday night, early Monday morning (in conjunction with the higher high tide), and was supposed to go like this:

2200: Sink dock, while pulling it out into the channel

Main Prop

0000: Pull *Dallas* out to the dock

0100: *Dallas* in place over blocks. Start raising dock and moving the dock back to its berth at the pier

0330: Evolution complete. Shore ties re-connected

They got a little late start, but otherwise all was going well, so by 0400 the ship was high and dry and the dock was back to the pier (no hook-ups, though). Some background on the ship's placement: the dock was six hundred feet long. Because of the work to be done replacing the hub, dropping the rudders, etc., the facility decided to place the ship at the end of the dock, with the rudders and stern hanging over the end of the dock. This would enable them to work from a barge at the end of the dock. So the bow was almost exactly at the middle of the dock. Because of the placement, and since they docked at 51", they had to cut windows into the dock floor for the prop blades to fit into.

The port engineer, my friend Kevin, a few dock workers and I decided to go onto the dry dock floor to check the ship's placement on the blocks. We noticed that the keel was not touching the blocks from the bow all the way to the bow prop (about 14 blocks). The first few not touching would not have been a surprise, but 14 was notable. So there we were, on the dock floor, noticing that the forward part of the keel was not touching the blocks.

Just then we looked behind us, at the middle of the dock, and saw a huge bulge in the middle of the dock floor. Kevin looked at one of the dock workers and asked, "Hey, is this dock buckling?" The dock worker replied, "Aw, nah, that's just an air bubble or air pocket." (?????) Then we started to hear a creaking, screeching noise (i.e., metal buckling), and my friend looked at me and yelled, "RUUUUUUN!" It took me a second to figure out what was going on, but my friend had taken off sprinting, and when I saw pieces of the wing wall starting to crumble close to our

heads I was not far behind him.

We were running toward the water—we couldn't run toward the pier, because that was toward the crumbling metal that was about to snap, and we couldn't stay where we were, because the ship was over our heads—so I was preparing myself to go for a swim. There were stairs at the end of the wing wall that we were heading for, but the ends of the dock were already starting to become submerged in the water. We were about knee deep into the harbor before we reached the stairs, but we got ourselves to the top of the wing wall.

The dock workers had been on the other side of the buckling, so they were able to run in the other direction and get onto the pier safely. Once on top of the wing wall, we were looking over onto the cutter's flight deck, where the CO, XO, EO, JOs and other crew members were looking back at us, asking, "What the h*e*c*k is going on???" (Brace for impact, right?)

Everyone on the wing walls was yelling, "Get off the dock!!!!" So I booked it down the wing wall to the other stairs, which were next to the pier. Once on the pier, I felt as if I had just gotten off the *Titanic*. I was watching and waiting for further disaster. As soon as we got off, *BANG* *CRACK*, the wing wall failed, and the dock was split at about a 15 degree angle on either side of the center. As it cracked it sheared an electrical cable, so now there was arcing and sparking, too.

We were most concerned that if the ship were to slide back off the blocks it would shear the props off in the windows that they were sitting in. So of course the cutter was saying, "Get us out of this dock immediately!" But unfortunately, we had already lost the tide. Fortunately, however, the facility was able to re-sink the dock at the pier to provide more stability, and perhaps to use the channel floor to flatten the dock back out. Long story short (haha), the ship stayed on the (few) blocks; they were able to pull the dock into a deeper part of the channel; and at 2300 that night they re-

sank the dock enough to pull the ship out and moor it back at the pier.

What had gone wrong? Because the dock was rated at 12,000 tons and the ship was only 3,000 tons, we couldn't imagine that the ship would have created that amount of force on the dock. But seeing that the dock was split evenly straight down the middle, we were speculating that the center two tanks of the dock were emptied, and the outer two tanks were not, creating a buoyant force up in the center while the ends of the dock were held down with water. Not good!

Thank goodness, nobody got hurt. And we think (pending some structural investigations) that the ship is all right. But I am convinced now, more than ever, that this ship (along with *Gallatin*) is cursed—because if something terrible can go wrong, it will.

Courtesy of James K. Woodle, and Fred Herzberg, FCGH Co-Founder and Executive Director Emeritus

BAGGYWRINKLE

Discovery of Alaska – 1741: Early in the 18th century, after Russian explorers had pushed eastward across Siberia to the Pacific, the Tsar ordered Vitus Bering to explore the unknown seas and lands beyond. On his first voyage Bering sailed the sea that bears his name, that broad, shallow body of water extending from the Aleutians to the Arctic. In 1741 Bering sailed from Kamchatka along the Aleutians on a second cruise and reached the Alaskan mainland. Upon the return passage his ship was wrecked on an island in the Commander group. Bering died, but the splendid sea otter furs which his half-starved companions took back to Siberia in their rebuilt craft caused traders of all nations to stampede for the Aleutians and thence to Alaska. Fur trading posts

established by the Russian-American Company had developed the interior of the country in the same manner that the posts of the “Gentlemen Adventurers” of the Hudson Bay Company were developing the interior of Canada.

Protection of Alaskan Seals -- 1787-1945:

Discovered about 1787 by Russians, the Pribilof Islands, where seal herds congregated each year to breed, remained in their possession until ceded to the United States in 1867. Until 1805 there were a number of Russian companies on the islands, and the seals were ruthlessly slaughtered regardless of age or sex. The killings were suspended in 1806-7 but resumed in 1808 and continued thereafter for 26 years with little regard for preserving the herd. By 1834 the herd was threatened with extermination and killing was again prohibited. Next year the killing of only male seals was adopted. The herd grew until, in 1867, when the islands were ceded to the United States, there were about five million seals on the islands, as many as there had been in 1787.

For four years after we took possession, the seal islands were free to all and 25,000 seals were taken in one season. After 1870, however, the catch was strictly limited and the monopoly for killing the seals was leased to the Alaska Commercial Company for 20 years. At the expiration of this period, a new lease was made with the North American Commercial Company which ran until 1910.

From 1870 until 1886 about 100,000 male seals were taken on the islands annually without affecting the size of the herd to any appreciable degree. From 1886, pelagic sealing, or killing of seals, mostly females, at sea increased. There was a rapid falling off in the herd and in 1890 the number which could be legitimately taken was reduced to 25,000 annually. A *modus vivendi* in 1891 with Great Britain prohibited all sealing. This was followed by the Paris Tribunal in 1893, which established a closed season from May

(Continued on next page)

PATRICIA SHEEHAN: Lifetime CG Supporter Dies at 93

by Christopher Lagan, U.S. Coast Guard

The Coast Guard recently lost a true friend and a member of one of the service's most recognizable families with the passing of Patricia Sheehan. Sheehan passed away peacefully at her home Dec. 3 at the age of 93. She was the daughter of World War II SPAR Edith Munro and sister of the Coast Guard's only Medal of Honor recipient, Douglas Munro. But her connection to our service went far beyond the name Munro; she was family.

The Eighth Master Chief Petty Officer of the Coast Guard, Vince Patton, was known to call her "mom", and was deeply impacted by Sheehan's love for the Coast Guard. "Pat told me that, had the Coast Guard accepted women at the time she was old enough and if she wasn't busy raising her young family, she too would have followed in her mother and brother's footsteps. Instead, she was extremely delighted when her son, who was named after her brother, Douglas Sheehan, joined the Coast Guard Reserve, later retiring as a Commander. To Pat, it made her feel that she maintained her connection with the service that she had learned to love by both her mother and brother."

Sheehan lived life to the fullest. She played tennis to the age of 80 and taught bridge up until two weeks before her passing. She traveled the country promoting the history of the service and the significant role the Coast Guard played in World War II. Her contributions will live on as a part of Coast Guard history. She played a pivotal role in turning Munro Hall at Training Center Cape May into a living tribute connecting the Coast Guard's past with its future through the donation of her time, her memories, and family keepsakes from her brother and mother.

"She always loved the Coast Guard, and had a deep appreciation for the work and sacrifices of everyone in the Coast Guard Family," retired CDR Douglas Sheehan (USCGR) recalls. "All the Coast Guard people she ever met treated her with extraordinary respect, and she always tried to return the favor. She always made a special contribution to every ceremony she attended. We have all lost a wonderful member of our family."

Patricia, the Coast Guard will miss you. Fair winds and following seas.

Appeared originally on U.S. Coast Guard / Military.com

Monday, December 13, 2010

Courtesy of Norm Paulhus and VADM Jim Hull, FCGH Chairman

(From Previous Page)

1 to August 1 and a closed zone for 60 miles around the Pribilof Islands. Thereupon the sealing vessels went over to the Asiatic shores where killings increased. Most of the gains were lost by permitting killings outside the 60-mile zone. In 1894 the Bear placed guards on the islands and in 1895 a new *modus vivendi* was proposed. In 1897 "An Act Prohibiting the Killing of Fur Seals in the Waters of the North Pacific Ocean" (30 Stat. L. 226) authorized the seizure and search of any American vessel violating the act. In 1910 the U.S. Government took over sealing operations from the private lessees of the four hundred natives of the Pribilofs. Pelagic sealing

continued, however, and on July 7, 1911, a convention between the United States, Great Britain, Japan and Russia prohibited the taking of fur seals and sea otters in the North Pacific Ocean and Bering Sea, north of 30 degrees latitude, except under specified conditions by natives for food and clothing.

In October 1940, Japan gave notice of its intention of abrogating this Convention within one year, and soon after this action became effective, World War II broke out. No pelagic sealing was possible under war conditions and under the Act of Surrender of Japan in 1945, Japanese were not permitted to leave the islands except under close supervision of the occupation authorities.

Transcription of Logbooks

By Dr. Kevin R. Wood

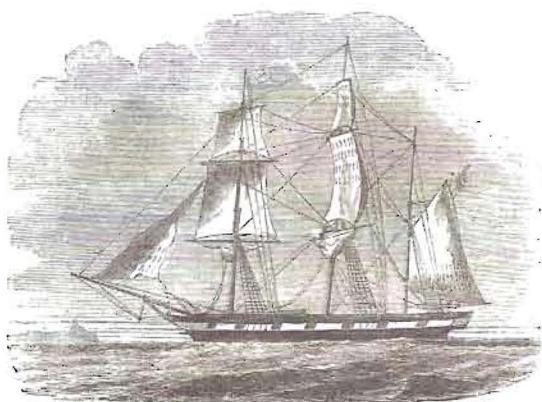
I would like to point out a project we are working on that may be of interest to your members and the wider community of Coast Guard and naval historians.

In late 2010 we began imaging and transcribing Revenue Marine, Coast Guard and Navy logbooks, with an initial focus on the North Pacific - Arctic region (e.g., Bering Sea Patrol). Many WWI-era Royal Navy logbooks have already been imaged and are in the process of transcription as part of a citizen science initiative. See: www.oldweather.org.

The imaging is done through NOAA's Climate Data Modernization Program (CDMP). We are primarily interested in extracting climate-relevant data (weather, sea ice, etc.), but there are obvious applications of this information for maritime historians, genealogists and others. For a general idea, a recent talk of mine on the subject is at http://www.joss.ucar.edu/events/2010/acre/friday_talks/wood.pdf

Kevin Wood is a Research Scientist with NOAA

Courtesy of Gary Thomas, CDR USCG, FCGH Exec. Dir.



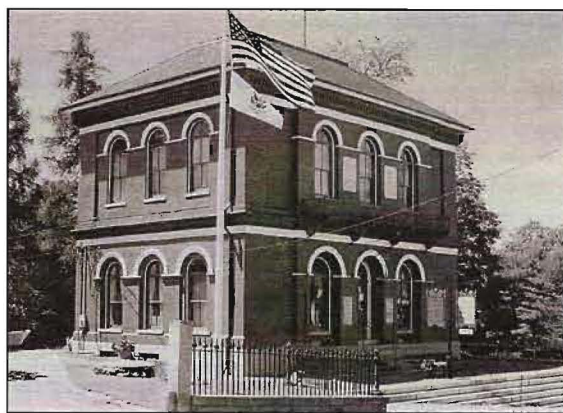
BARQUE

The Coast Guard Heritage Museum

By Jack McGrath, vice president, CGHM

The Coast Guard Heritage Museum (CGHM) is a relatively recent addition to the small group of museums dedicated to preserving the rich history of the U. S. Coast Guard and its predecessor services. The museum has collected artifacts from veterans and collectors and via loans from other institutions to tell the under-appreciated story of the Coast Guard. The CGHM, located in Barnstable Village on Cape Cod, opened in 2005. The museum is located in the old Custom House. The building, built in 1856, is uniquely interesting in its own right, since it is a "pre-fab" building delivered by rail to the site.

President George Washington appointed his wartime compatriot, General Joseph Otis, to head up the Revenue Marine for the Port of Barnstable in 1790, making Barnstable the first "Coast Guard" installation on Cape Cod. Two former Navy men, Lou Cataldo, the first president of the CGHM, and CDR Mo Gibbs (USN, ret.) were the ones who got it started. CDR Gibbs is a founding member of the U.S. Life-Saving Heritage Association and the President Emeritus of the Nantucket Shipwreck & Life-Saving Museum. Others in at the beginning included former "Coasties" Jim Walker of the American Lighthouse Foundation, Capt. Robert O'Brien (USCG, ret.), Al Manning, Ralph Jones and Dan Davidson, all of the *Eastwind*. VADM (then RADM) David Pekoske, Commander CG District One, was the keynote speaker at the "Commissioning



Ceremony” on August 12, 2005.

When first opened, the CGHM was short on exhibit material, as well as funding. The Nantucket Shipwreck and Life-Saving Museum kindly loaned us a number of items for display, and the Orleans (MA) Historical Society, owners of CG 36500, loaned a fully



equipped beach cart. As time went on, artifacts began arriving, some on loan but many as donations. Additional supporters joined the ranks, many of them veterans of all military services in addition to more Coast Guard veterans, including Captain R.W. “Bud” Breault (USCG, ret.) and SCPO Bill Collette (USCG, ret.), who is our current president.

Today the museum includes displays covering the history of the Coast Guard from 1790 to the present, both on Cape Cod and nationwide. The exhibits begin with stories, artifacts and models depicting the history of the Revenue Cutter Service, including weaponry, uniforms and documents. The *Bear* is a feature of the RCS story. Thanks to Dick Boonisar, a collector of Revenue Cutter, Life-Saving Service and Lighthouse Service items, we have a variety of unique items from each service. The U.S. Lifesaving Service display includes the history of the service and its roots in the Humane Society of Massachusetts, which built the first station in Cohasset, MA. The Lighthouse Service exhibit covers the lights on Cape Cod, and includes a rare handwritten log from Billingsgate Light in Truro, MA, as well as an extensive display of artifacts from the oil days of lighthouses, courtesy of Mr. Boonisar.

An important exhibit covers the story of the famous *Pendleton* rescue, with artifacts from the Chatham station and items from Bernie Webber, who was an honorary museum direc-

tor and a good friend to the CGHM. Bernie is also featured in the Vietnam exhibit, where he served on the *Point Banks*. There is also a depiction of the last breeches buoy rescue, in 1962, including the equipment used for the rescue. Bernie Webber was also involved in that rescue, as was Dan Davidson, who received the Massachusetts Humane Society Silver Lifesaving medal for his actions.

Upstairs in the museum, the Lightship Sailors Association has placed its collection in a room devoted to the lightship. Additional artifacts from the CGHM collection and items loaned by the Coast Guard Historian’s office make it a comprehensive lightship collection. A Chatham model maker, Dick Matteson, has provided a variety of scratch-built lightship models to illustrate the history.

“The Coast Guard at War’ is also on the 2nd floor. It includes the Lyndon Spencer (VADM USCG, ret.) collection. VADM Spencer was the commanding officer of the USS *Bayfield*, flagship of the Utah Beach task force on D-



Day for the Normandy invasion. His collection includes many invasion photos. Also featured from WWII are the 83-footers from RESFLOT 1, which rescued so many from the

Memorials

English Channel on and after D-Day. The story of the USCG in Vietnam is also there. Both the large cutters of Squadron 3 and the patrol boats of Squadron 1 are covered. Mark McKenney (MCPO USCG, ret.), who received the Purple Heart for his service on the *Point Welcome* during the “friendly fire” incident, has helped to tell that part of the story. The USCG activities in the Persian Gulf and Afghanistan both are presented as well.

“Women in the USCG” includes the uniforms and memorabilia from the SPARs and historical women such as Ida Lewis, along with modern enlisted personnel and CGA graduates.

A large section is devoted to Coast Guard aviation. Thanks to master modeler Mike Maynard (USCG, ret.), we have a display of virtually every aircraft ever flown by the USCG, including the historic NC-4, first plane to cross the Atlantic. There is also material from the International Ice Patrol and Air Detachment *Argentia*. Various uniforms and flight gear, including complete rescue swimmer equipment, also are shown, courtesy of Capt. Breault, Capt. Carl Meredith, Capt. Paul Garrity, LCDR Brian Wallace, Chief Sy Schiffman and others. There is a full display covering Cape Cod Air Station, including a salute to HH-3F 1432, tragically lost in 1979.

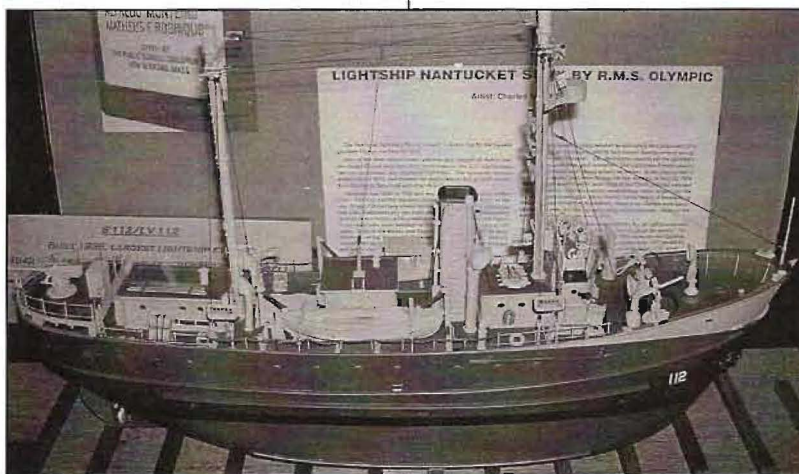
The CGHM is still growing. This year a new exhibit on LORAN is planned, with the assistance of volunteer Phil Dolan, USCGA '58, who was CO of the Saipan LORAN Station early in his career. The CGHM is in danger of outgrowing the building, as offers of addi-

tional artifacts arrive daily. It has become necessary to be selective. In 2010, working with CPO Jeff Hall and PO Connie Terrell of CGD1 Public Affairs, the CGHM began providing items for a rotating historical display in the lobby of the District Office in Boston. Currently, the *Pendleton Rescue* is featured,

with new subjects every couple of months.

The museum is open from May to November, but visitors are always welcome by calling ahead to schedule. Captain Fred

Herzberg has been a regular visitor, and we hope to see more FCGH members as well. If you live nearby, the CGHM is always in need of volunteer help. Contact the museum at 508-362-8521, cgheritage@comcast.net or visit the web site at www.cgheritage.org



NATON Museum Curator

By BMC Colin Langeslay

The NATON Staff would like to introduce and welcome our newest team member, Auxiliarist Virginia Thomas. Virginia has been designated by the School Chief as the first ATON Museum Curator.

Virginia arrived in Yorktown this summer with her husband BM1 Stacy Thomas, a member of the Buoy Deck Training Team. Virginia learned conservation, archive and display skills through work with the Cordova Historical Society while previously stationed in Cordova, Alaska. She was awarded the USCG Auxiliary Commandant's Letter of Commendation by CGC *Sycamore* for creation of historic displays, updating the cutter's website, and serving as Ombudsman. Prior to moving to Yorktown, she was awarded the USCG Auxiliary Commendation Medal for her work documenting, preserving and displaying over 350 items at USCG Group/Air Station Port Angeles, Washington. In 2005 the Thomases authored a book entitled *Guarding Door County: Lighthouses & Life-Saving Stations*, documenting the Coast Guard's role in Door County, Wisconsin. Additionally, she assisted the Door County Maritime Museum with work on lighthouses and displays. She's currently serving in her fifth year as a member of the USCG Auxiliary and qualified as AUXOP, Instructor and Vessel Examiner.

Virginia served one tour in the Coast Guard, achieving the rank of QM2; she married Stacy in 2003. Virginia received her Bachelor of Arts in Latin from the University of North Carolina in 1997 and is currently pursuing her Master of Arts in History from Old Dominion University in Norfolk, VA. As Curator, Virginia plans to produce a comprehensive archive of historical items, create several new displays, reorganize current exhibits, and scan important ATON documents, photos and publications. Virginia can be reached at Virginia.N.Thomas@uscg.mil.

Welcome to the staff, Virginia, we're glad to have you aboard!

"NATON News" Editor's note: Although it is the ATON "Museum", due to restrictions to base access and the limited availability of our staff, we are sorry, but the museum is not currently open to the public. We are working on determining the most efficient ways to schedule a time when we can

open the museum to the public. Keep your eye out for updates!

*BMC Langeslay is assigned to the NATON School
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Book Review of *The Coast Guard*

By the Military Writers Society of America

This magnificently produced coffee table edition combines brilliant artwork, writing and editing. Its fourteen inches from the top to bottom, with nine-inch-wide pages and a cover embossed with the Coast Guard seal, constitute a fitting and imposing tribute to the Coast Guard's 220-year history. The Coast Guard's varied and integrated services over more than two centuries have had such an impact in so many diverse areas—national defense, rescue, humanitarian services during disasters, securing commerce and counter-terrorism—that it has in a real sense become a victim of its own versatility. Those who have sought in the past to tell the Coast Guard's story have often failed to articulate a common theme by which to define its mission and unique character.

The editors of this book, working under the auspices of The Foundation for Coast Guard History, have sought to surmount the obstacle that a multi-mission organization poses to the telling of a cohesive story. They have more than met the challenge. By organizing the book into four major sections, entitled "Duty", "History", "Life" and "Devotion", the reader has an instant frame of reference and organizing principle for understanding the overarching mission of the Coast Guard, which your reviewer would describe as protecting and serving humanity in times of war and peace. The book correlates the many ways the Coast Guard performs this mission.

A Foreword by Walter Cronkite, a self-professed "Coast Guard junkie", sets the tone. The distinguished journalist, in his own first-hand contacts with the Coast Guard dating back to World War II, relates how they were among the first to go into combat after Pearl Harbor; how they set troops ashore during the Allied landings in North Africa, and landed troops on the shores of Normandy on D-Day; and how they performed similar missions in both Korea and Vietnam. The Coast Guard served with distinction on vessels off the coast of Vietnam in the South China Sea, where its crews conducted countless heroic rescues.

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The Coast Guard chronicles the many deeds of daring of the Service in peace and war. The book is visually beautiful, with superb photographic displays and drawings interspersed with a well-written narrative. The historical profiles of the Coast Guard at Guadalcanal and Normandy should not be missed by World War II buffs.

The stirring depictions of Coast Guard life-saving, humanitarian and evacuation missions, in New Orleans during Katrina and in Haiti during its recent earthquake, are worth the price of the book alone. I highly recommend this book to all caring and patriotic Americans.

Readers: With the assistance of John Stahl, CAPT USPHS (ret.), I prepared this adaptation for performance at my retirement ceremony in February 2011. As it turned out, we couldn't get the musicians together on that day, so I had to delete it from the program. But I thought I would share it with you anyway.

WHERE DOES AN OLD-TIME COASTIE GO?

Sung to the tune of the bluegrass song "Where Does an Old-Time Pilot Go?"

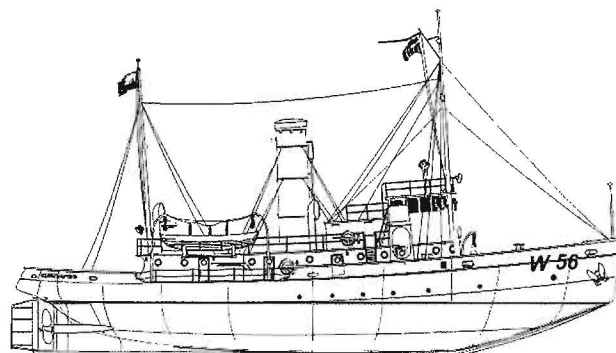
As performed by the Rice Brothers

Adapted by Rob Ayer

- A: Where does an old-time cut-terman go
After he's moved a-long?
Does his soul still keep a watch on the deep,
Is the sea still sing-ing his song?
- B: Does a salt come back as a waterspout
Or the light that plays on the sea?
Or the gulls that fly through a summer sky,
Or the fish swimmin' un-der the keel?
- A: Where does and old-time deckie go,
After he's stood his last watch?
Does he stand by the ear of the man who steers,
Sayin,' "Steady as she goes"?
- B: Does a skipper's voice on the evening breeze
Say, "Son, I'm goin' to bed"?

Does he light up his pipe and go off in the night,
Or is that just the stars instead?

- A: Where does an old-time pilot go,
After he's made his last flight?
Does he ride along, as the aircraft glides
Into the dark of night?
- B: Does his heart fly high in the evening sky,
Every time someone goes out?
Does he long to soar over land and sea:
The dream he just can't live without?
- A: Where does an old-time engineer go,
After he's cooled her down?
Has he headed to shore, to never come back,
The throbbing gone from his heart?
- B: [Or] Does his soul live on in the engine's song,
While his striker checks the gear?
Is he still afloat on an old steamboat,
After he's gone from here?
- A: Where does an old-time Coastie go,
When his voyage comes to an end?
When the harbor's in sight, and the beacon's alight,
And the sea buoy seems like a friend?
- B: Does he cherish the pride that after he's gone,
Others will follow his lead?
And the Guard will still guard, and the Coast lie secure,
With a younger man watching instead?



CGC Kickapoo W556



The Foundation for Coast Guard History

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