

The Cutter

The Newsletter of the Foundation for Coast Guard History

Newsletter 23, Summer 2007

5006-236th Ave. N.E.

Redmond, WA 98053

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The Minot's Ledge Light Expedition

by: John J. Galluzzo [Edited]

Generations have passed since the first Minot's Lighthouse fell into the sea, but the final gong of the lighthouse's bell that sounded sometime after midnight on the morning of April 17, 1851, still resonates across the South Shore of Massachusetts. Due solely to their untimely demise, Joseph Wilson and Joseph Antoine, in the tower when it fell, may be the two most recognized assistant lighthouse keepers in American history.

A catastrophic design flaw, championed by engineer Captain William C. Swift, led to the ultimate doom of the original tower off the Cohasset and Scituate coasts. Swift firmly believed that his design – a “rocket-shaped” lantern room atop nine legs driven into the rocky Minot Ledge – would withstand storms better than a standard granite tower. Under his theory, the rushing water driven by storms would pass through the legs and expend the bulk of its energy elsewhere, rather than smashing against the walls of a granite structure. Keeper Isaac Dunham, who took on the duties on January 1, 1850, described the tower during storms as shaking like a “drunken man,” and Wilson and Antoine confirmed that notion by dropping a note in a bottle into the water the night of the fatal gale, reading “The lighthouse won't stand over tonight. She shakes two feet each way now.” The storm that claimed the tower began on April 12 and raged for four days, forcing Wilson and Antoine to subsist on dry bread and raw meat as their final meals. The tempest, which also took many ships, eroded significant portions of New England coastline and destroyed houses as far away as the Isles of Shoals off the New Hampshire and Maine coasts, has forever

(Continued on page 4)

The Foundation for Coast Guard History



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FORMER COMMANDANT ADM OWEN SILER "CROSSES THE BAR..."

R 200039Z JUL 07 ZUI ASN-A00201000001
FM COMDT COGARD WASHINGTON DC//CG-00//
TO ALCOAST
BT
UNCLAS //N05360//
ALCOAST 351/07
COMDTNOTE 5360
SUBJ: DEATH OF FORMER COMMANDANT
A. MY 191654Z JUL 07

1. IT IS MY SAD DUTY TO NOTIFY YOU OF THE DEATH OF ADM OWEN W. SILER, USCG, RETIRED, ON 17 JULY 2007 IN SAVANNAH, GA. HE WAS 85 YEARS OLD.
2. A VETERAN OF WORLD WAR II AND A COAST GUARD AVIATOR, ADMIRAL SILER SERVED AS COMMANDANT OF THE COAST GUARD FROM 1974 TO 1978. DURING HIS TENURE, THE COAST GUARD SAW TREMENDOUS PROGRESS AS HE CHANGED THE FACE OF THE COAST GUARD THROUGH HIS COMMITMENT TO RECRUITING MINORITIES INTO SERVICE AND EXPANDING OPPORTUNITIES FOR WOMEN WITHIN THE COAST GUARD, INCLUDING THE FIRST WOMEN TO BE ADMITTED INTO ANY U.S. SERVICE ACADEMY. ADM SILER INSTITUTED BOLD NEW POLICIES THAT WERE RESPONSIBLE FOR ASSIGNING WOMEN TO SEA DUTY FOR THE FIRST TIME ALONG WITH THE COAST GUARD'S FIRST WOMEN OFFICERS TO ATTEND FLIGHT TRAINING. HE ALSO SPEARHEADED EXPANSION OF THE COAST GUARD'S MARINE ENVIRONMENTAL PROTECTION PROGRAM WITH PASSAGE OF THE HALLMARK FISHERIES CONSERVATION AND MANAGEMENT ACT OF 1976.
3. DURING HIS DISTINGUISHED COAST GUARD CAREER, ADM SILER SERVED IN A BROAD RANGE OF MISSION ASSIGNMENTS INCLUDING COMBAT DUTY IN THE PACIFIC DURING WORLD WAR II ABOARD SEVERAL SHIPS, AS AN AVIATOR PERFORMING AERIAL PATROLS AND SEARCH AND RESCUE MISSIONS, AND ASHORE IN THE LAW ENFORCEMENT, MARINE SAFETY, AND ENVIRONMENTAL PROTECTION FIELDS. OTHER ASSIGNMENTS INCLUDED CHIEF, SEARCH AND RESCUE BRANCH IN JUNEAU, AK, DEPUTY CHIEF OF STAFF IN WASHINGTON, AND COMMANDING OFFICER OF AIR STATION MIAMI, WHERE HIS UNIT WAS AWARDED THE COAST GUARD UNIT COMMENDATION FOR ITS EXEMPLARY PERFORMANCE IN CONDUCTING CUBAN EXODUS OPERATIONS BETWEEN OCTOBER AND NOVEMBER OF 1965. ADM SILER GREATLY EXPANDED AMERICA'S TRADITIONAL VIEW OF THE COAST GUARD AS A HUMANITARIAN SERVICE TO A RECOGNIZED LEADER WITHIN THE FEDERAL GOVERNMENT FOR MARINE ENVIRONMENTAL PROTECTION, LAW ENFORCEMENT, AND A CONSCIOUS PROTECTOR OF OUR FRAGILE MARINE RESOURCES.
4. SURVIVING ARE HIS WIFE, BETTY SILER OF SAVANNAH, A SON AND DAUGHTER-IN-LAW, GREGORY AND TERRI SILER, A DAUGHTER AND SON-IN-LAW, MARSHA ANTISTA AND JAMES ANTISTA, GRANDCHILDREN DAVID SILER AND WIFE KAREN SILER, WESLEY SILER AND WIFE NESSIE SILER, CHRISTOPHER ANTISTA AND LAUREN ANTISTA, AND GREAT-GRANDCHILDREN, ALEXANDRIA AND NICHOLAS SILER.
5. FUNERAL ARRANGEMENTS
 - A. THERE WILL BE A MEMORIAL SERVICE IN SAVANNAH ON FRI 20 JUL AT 1100 AT ST. JOHNS EPISCOPAL CHURCH, 1 W MACON ST, SAVANNAH GA 31401 FOLLOWED BY A SHORT RECEPTION AT THE GREEN-MELDRIN HOUSE ADJACENT TO THE CHURCH, FROM 1145 TO 1300.

B. FLOWERS MAY BE SENT TO FOX AND WEEKS FUNERAL HOME: 7200 HODGSON MEMORIAL DRIVE, SAVANNAH GA 31406, 912-352-7200.

C. THE SILER FAMILY REQUESTS THAT ANY DONATION IN LIEU OF FLOWERS BE SENT IN MEMORY OF ADM OWEN W. SILER TO ONE OF THREE ORGANIZATIONS:

(1) COAST GUARD ACADEMY ALUMNI ASSOC, 47 MOHEGAN AVE, NEW LONDON CT 06320.

(2) AMERICAN HEART ASSOC, PO BOX 15515, SAVANNAH GA 31416, 800-242- 8721.

(3) ST JOHNS EPISCOPAL CHURCH, 1 W MACON ST, SAVANNAH GA 31401, 912-232-1251.

6. IAW REF A, THE NATIONAL ENSIGN OF THE UNITED STATES SHALL BE FLOWN AT HALF MAST UNTIL SUNSET 20 JUL 07 ON ALL COAST GUARD BUILDINGS, GROUNDS, AND VSLs NOT UNDERWAY, IN HONOR OF ADM SILER.

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

8. INTERNET RELEASE AUTHORIZED.

9. ADM T. W. ALLEN, COMMANDANT, USCG SENDS.

From the Editor...

by: Sandy Schwaab

Another busy season for the Board and new accomplishments. Since the Spring edition, we have placed a memorial plaque for a lost CG aircraft in Florida, embarked on an underwater archeological expedition, and memorial, for lost lighthouse keepers in Massachusetts, filmed the oral history of a WWII SPAR, participated in the Coast Guard Day Walk of History in Grand Haven, MI, and completed the 2007 FCGH awards, and it's only August. As Bob Desh would say, Onward and Upward! Speaking of Bob, he will be retiring from the Coast Guard this month after 36 years of service. Fear not, he'll still be with us – we wish him good fortune in his “new” career.

Correction from our last edition: My sincere apologies to LT Michael Bennett, USCG, for neglecting his credit for the Office of Strategic Services project he is conducting (see Project News, Spring 2007). LT Bennett is currently assigned as Director of Strategic Intelligence Studies at CGA.

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

Memoria Semper,
Sandy

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borne the lighthouse's name, the Minot's Light Gale.

The sacrifices of Wilson and Antoine have been recognized several times over in recent years. For example, on April 16, 2001, on the 150th anniversary of their deaths, the Scituate Historical Society cruised to Minot's Light and asked five descendants of Antoine to cast a wreath upon the water in their memory. Also, a permanent monument to the keepers stands today at Government Island in Cohasset, the spot on which the courses of the new Minot's Lighthouse were laid out in anticipation of rushed, low-tide construction of the tower on the ledge during the 1850s. But, due to the fact that the lighthouse stands on a submerged ledge, and, therefore, has no directly surrounding land that could be used for historic interpretation, there has never been a permanent marker to remember Wilson and Antoine on or near the site of their loss.

Enter the Foundation for Coast Guard History. "We wanted to find a way to appropriately pay tribute to two gallant men who gave their full measure of devotion to their duty," said retired Coast Guard Chief Warrant Officer Sandy Schwaab, a member of the Foundation's Board of Regents. So, he said, when they learned from the Coast Guard's Atlantic Area Historian that an underwater archeology expedition was being mounted to locate the wreck, the Foundation made a request to participate and place a marker on the sea floor near Minot's Lighthouse.

Word passed down through oral tradition tells residents of the South Shore of Massachusetts that the designer of the original Minot's Lighthouse was so embarrassed by its catastrophic failure during the storm on the night of April 16/17, 1851, that he ordered the entirety of the light's remains to be immediately salvaged from the sea floor and taken away. Historians are still trying to prove or disprove that story.

In April, May and June of this year, the Coast Guard and many partnering agencies - including historians and divers, the Massachusetts Board of Underwater Archaeological Resources, the Foundation for Coast Guard History, the U.S. Coast Guard Auxiliary, the National Oceanic and Atmospheric Administration, and UMASS Boston's Department of Environmental, Earth and Ocean Sciences - took up the challenge.



USCG Divers Salute Keepers, Photo by John Galluzzo

By requesting the right to place an underwater plaque somewhere on or near the site of the 1851 lighthouse, the Foundation for Coast Guard History set in motion a plan bigger than they ever imagined would take place.

"Many people see the placing of the plaque as the icing on the cake," said Vic Mastone, director of the Massachusetts Board of Underwater Archaeological Resources. "But in reality, it was the flour that was thrown in to get the batter started."

Mastone, who had often thought of conducting an archaeological survey of the debris field of the 1851 tragedy, met with the Coast Guard's Atlantic Area Historian, Dr. William Thiesen, and together they began assembling a team that could pull off such an event with benefits that would affect the working lives of dozens of service personnel. The proposed archaeological site visit would serve as a training mission - or, rather, a collection of training exercises - for Coast Guard divers, the buoy tender's crew, and even an anti-terrorism robotics specialist.

The dive project would have three main goals. Primarily, it would serve as a training opportunity for a team of Coast Guard Marine Safety and Security Team (MSST) divers. Secondly, while many recreational divers already know the answers to the following questions, it would officially answer many questions about the wreck site: what remains of the original lighthouse, what artifacts are still there (and, what, ostensibly, should be done with them, if any-

thing), and is there enough evidence to extend the National Register of Historic Places nomination for the current tower to include the debris field? Finally, it would offer the Foundation for Coast Guard History the chance to memorialize the lost assistant keepers.

Preliminary site work around Minot's Ledge was completed in April and May when coastal geophysicist and geologist Dr. Allen Gontz from UMASS Boston oversaw primary documentation of the wreckage of the lost lighthouse.

"The early phases of documentation of the debris field utilize marine geophysical equipment," said Gontz, who has assisted in similar projects in New England waters on the steamer *Portland* and the submarine *US O-9*, "specifically a sidescan sonar and a marine magnetometer." The combination of the two technologies could not find a better home, according to Gontz. Basically, sidescan sonar finds an object, and the magnetometer tells whether or not it's made of steel. As the initial lighthouse was in the "iron pile" style, any positive returns from the magnetometer could potentially be related to the fallen tower.

The primary scans provided important data to the dive team well before it assembled in June. "The geophysical data will be used to create maps and images of the seafloor," said Gontz. "These high-resolution maps will serve to guide dives and provide a large-scale, 'big picture' site overview." With dives planned for between twenty and eighty feet, and the potential for obscured visibility due to disturbed sediment, such preparatory knowledge would be greatly appreciated by the divers.

The initial phase of the greater project was completed on Monday, April 30 and Tuesday, May 1. With choppy seas on Monday, conditions were not ideal for thorough documentation. "We used this day to investigate the area at a reconnaissance scale," said Gontz, noting that the imagery that was taken came back "slightly degraded." Tuesday, though, with nearly flat seas, was "an ideal day to spend on the water," according to Gontz. "Imagery and magnetometer data were outstanding and

should produce wonderful maps and images of the area."

By June, that data was being put to practical use. On Monday morning, June 18, the 175-foot buoy tender *Abbie Burgess*, homeported in Rockland, Maine, cruised from the Coast Guard's North End of Boston base to the waters to the northwest of today's Minot's Light, the granite structure that replaced the lost tower in 1860. The trip that got the cutter there took a little more than an hour, but the road that brought the various players aboard the vessel that day stretched out much longer.

The eleven divers assigned to the project, gathered from MSSTs in Boston, New York, and San Diego, stood to be the stars of the show. Their mission was to lay out a searchable grid under the guidance of Mastone and LTJG Keith Meverden, a primary investigator working for the Coast Guard's Sector Lake Michigan out of Madison, Wisconsin, and then explore the sea floor for any signs of the lighthouse's remains. The *Abbie Burgess*' crew played a supporting role, offering a platform from which the divers could operate on the tender's spacious buoy deck.

What was the end value of the exercise to the divers and the tender crew? Should the need ever arise, the divers would have had valuable in-the-water experience laying out a searchable pattern on the sea floor, the methodology of which could, theoretically, be applied to a search for a lost boat or plane, and the tender crew is now trained in how to support the divers in such an effort.

As Mastone said, "The archaeology is just the fun part. There are much more important things happening here than a search for artifacts."

Monday's dives returned immediate results. Splashing into unseasonably warm, 59-degree waters, the divers laid their grid, familiarized themselves with the bottom, reported excellent visibility up to fifteen feet, and began their search. Magnetometer scans of the area earlier in the spring showed a significant

magnetic anomaly southwest of the lighthouse that helped define the original search area.

As the divers ascended from their first plunge, Meverden approached Sandy Schwaab, a member of the Board of Regents of the Foundation.

"How big would a power cable be for a light like this one?" he asked.

"Oh, about three or four inches in diameter," Schwaab answered.

"Well, we think they've found it."

But the rest of the day's dives proved a bit more frustrating. An iron ladder, bits of an iron grate, and some iron poles raised hopes, but not eyebrows.

The big score, the lighthouse's lantern room, still remained undocumented.

Adjusting their field for day two on Tuesday, the divers enjoyed the added "eyes" of MSST Boston's "ROV," or remotely operated vehicle, guided by GM1 Carl Shipley. Intending to send the small, twin-propeller robot to work near the divers, Shipley found that the current near the light was too strong for the device. Instead of fighting it, he let the current take it the way it wanted to, away from the ledge. Serendipitously, his resignation to temporarily submit to the power of the sea led to the most considerable discovery of the week, as the ROV cast its lights on a gathering of suspected tools and other construction materials. The divers marked the site for further exploration later in the week.

On Wednesday morning, dive operations halted for a remembrance ceremony for the two light keepers lost in the 1851 storm. Thiesen, Schwaab, Coast Guard Historian, Dr. Robert Browning, and others spoke briefly before the deck crew of the *Abbie Burgess* prepared the 5,000 pound "sinker" to which the

Foundation for Coast Guard History's plaque was affixed for dropping over the port side. Once the stone was safely in place and ready for its final descent, Chief Warrant Officer Paul Dilger, Commanding Officer of the tender, offered a brief and final salute.

"Keeper Antoine, Keeper Wilson, your sacrifices have not been forgotten, and they will not be forgotten. May you rest in peace." The Coast Guard personnel saluted as taps was played and the sinker was released into the ocean, ultimately landing squarely between rocks on the sea floor, thirty-nine feet below.

With the ceremony completed, the divers returned to work, and the gathered historians and archaeologists

continued their discussions. All agreed that if enough archaeological evidence could be produced from the dives, an extension of the National Register of Historic Places designation for Minot's Lighthouse should be sought to include the debris field. Mastone, too, dreamed of another major possibility, an underwater preserve that could feature an historic trail for divers.

"The plaque sitting on the bottom has me thinking that we could have markers leading recreational divers from the plaque to say an artifact twenty feet away," he said. "From there, they could find the next item of interest, and so on." Should Mastone's office have the chance to create it, the preserve would be the first of its kind in Massachusetts waters.

And the placing of the plaque came with other "firsts" as well. "This is the Coast Guard's first step in recognizing the losses of lighthouse keepers," said Coast Guard Historian Dr. Robert Browning. "I think that we're going to try to do a lot more of these events in the future."



*USCG Divers and a job well done.
Photo Courtesy: Bob Michelson, PBM, Inc.*

Coast Guard Albatross CGNR - 1240 Memorial *by: Sandy Schwaab*

On the evening of 5 March 1967, the 40-foot yacht *Flying Fish* called the Coast Guard and reported she was disabled and taking on water in the Gulf of Mexico near northern Florida. A Coast Guard HU-16E Albatross aircraft, CGNR-1240, was immediately dispatched from CG Air Station, St. Petersburg, FL, to assist. Flying in a heavy fog, the aircraft located the *Flying Fish* just before 9 p.m., made a low pass over the vessel and dropped a dewatering pump. CGNR-1240 then disappeared into the fog, never to be heard from again. Sometime after the drop, CGNR-1240 apparently crashed, with all six crewmen, into the Gulf approximately 22 miles east of Apalachicola, FL. After 13 days of extensive search, the effort was called off by the Coast Guard; three of the six bodies were never recovered.

Fast forward to July 2006. Diver and underwater explorer, Michael Barnette, was notified by a local fishing vessel of finding "something" on the bottom that might merit his investigation. Diving at the location, Barnette was amazed to find what appeared to be an old seaplane – not of the current "drug dealer" variety. Upon closer examination, he concluded that he had found, after nearly 40 years, the remains of CGNR-1240. In time, he positively identified the aircraft and provided the location and numerous photographs to the Coast Guard. The Coast Guard followed up by enlisting the Florida State University underwater Crime Scene Investigation dive team to verify the wreck; the identity of CGNR-1240 was confirmed and no remains or personal effects were found. The wreckage is currently restricted from divers

and will be officially designated as a grave site for the three members never recovered.

Following this discovery and communications with active duty Coast Guard components, the Foundation for Coast Guard History and the Coast Guard Aviation Association (commonly known as The Ancient Order of the Pterodactyl) teamed up to sponsor a memorial service and the placement of two bronze plaques to commemorate the sacrifice made by this aircrew in the performance of their duty. One plaque was to be permanently fixed to a monument at CG Air Station Clearwater, the other to be permanently placed on the sea floor at the site of the wreckage.

At 1 p.m. on 29 May 2007, the public and various dignitaries were invited to Air Station Clearwater for the official memorial ceremony. Among the participants were Coast Guard Seventh District Commander (and Pterodactyl), RADM David Kunkel, who presided, family members of the deceased crewmembers, Congressman C.W. "Bill" Young, representatives of the Foundation for Coast Guard History and the Coast Guard Aviation Association. The plaque, shown later, was placed, in honor, at the Air Station for future generations of Coast Guard men and women to understand and appreciate.

After the ceremony, a follow-up message was sent to the FCGH Board members from Chairman, VADM Howie Thorsen (Ret), also a Pterodactyl, on the events of the day [edited].

Gentlemen, I flew to Tampa this morning, and departed for home late in the afternoon.

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

Membership Options

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

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I could go into great detail about my day, but in the interest of time, will just give you some comments.

The plaque(s) are truly impressive and the one in place at the Air Station is beautifully enshrined in an area which will be seen by essentially everyone on a daily basis. The program began at 1300, with the arrival of the official party which consisted of the C.O., Congressman Young (who represents the district and is a true supporter of the Coast Guard), RADM Dave Kunkel, Commander of the 7th District; and yours truly.

The colors were posted, the national anthem played, followed by an invocation by a Navy chaplain. The crowd was probably two hundred or so (just a guess), in addition to the station personnel mustered. The CO made his remarks, followed by Admiral Kunkel's, then mine, then Congressman Young. It was a warm day, but the breeze was blowing enough to keep the beads of perspiration at bay, for the most part.

I had not expected CDR Mont Smith, the president of the Pterodactyls, to be there, but he and his wife were. I had prepared my remarks to mention him, so I was able to ask him to stand and be recognized as the president of the co-sponsoring organization. As I told him later, I would have expected him to have been included in the official party and to make his own remarks if he had indicated that he would attend, but he was very gracious and comfortable in not being included...and was very appreciative of my opening remarks (which described the way this thing so quickly evolved, and demonstrating the continuing close relationship between our organizations).

Congressman Young had nice things to say and then presented flags that had flown over the Capitol to each member of the families present.

When the speeches were concluded, two wreathes were placed alongside the plaque: one from the officers and one from the Chief's Mess. The names of the crew were then individually read, followed in each instance by the ringing of a ship's bell and the placement of a red rose on the monument by a member of the air station crew.

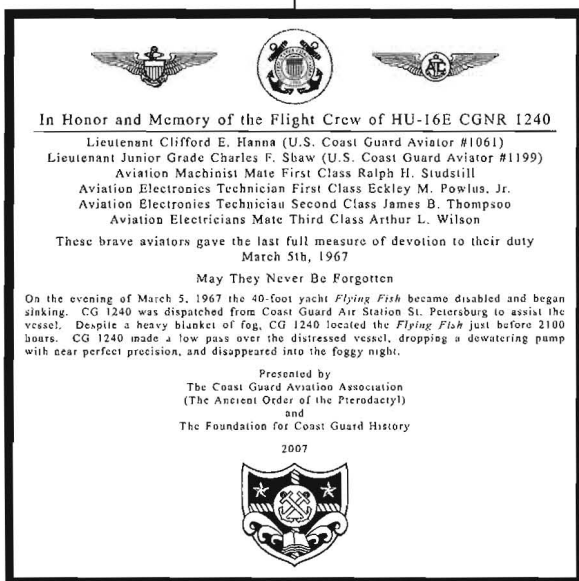
After two pipers played Amazing Grace, the colors were retired, a benediction given, and the ceremony concluded. The second plaque was on display in the lounge, having just been received that morning. The plan for placement of that one, at the site of the wreckage, now calls for June 10th, I believe.

FCGH received the majority of the recognition

of those present, and I was pleased to have quite a few extend their thanks for our taking the lead.

All in all, well worth the time I spent, and I can assure you all that you would be pleased and proud of the ceremony and the permanent memorial to the crew of HU16E CGNR-1240.

Editor's Note: I spoke today (8/3) with BMT Marika Benggio, Operations Petty Officer of CGC Joshua Appleby (WLM-556) regarding the placement of the wreckage plaque. She confirmed the memorial was placed at the wreck site, with full military honors, on 19 July 2007, in position 29° 39.1' N, 084° 19.0' W in 59-ft of water.



2007 FCGH Accomplishments & Awards Update

In each edition, the FCGH endeavors to update our members on new accomplishments. Below is a compilation of our 2007 activities, thus far (we aren't done yet...) and the 2007 FCGH Awards. Further information is contained in this issue's articles.

- Provided memorial plaque for lost Keepers and participated in Minot's Ledge Light archaeology expedition.
- Provided memorial plaques for lost air crewmen of CG Albatross CGNR-1240 and participated in Memorial ceremony.
- Provided funding for Summer Intern in the CG Historian's Office.
- Provided funding and conducted filming of Oral History interview with WWII SPAR, Marge Foydl.
- Participated and addressed the 2007 "Coast Guard Walk of History" at Grand Haven, MI.
- Announced 2007 FCGH Awards.

Best Book on Coast Guard History:

Laguardia-Kotite, Martha. *So Others May Live: Coast Guard Rescue Swimmers: Saving Lives, Defying Death.*

Best Book on Lighthouse History

Roberts, Cheryl Shelton and Bruce Rob-

erts. *Lighthouse Families.*

Honorable Mention

Patten, Juliana Fern. *Another Side of World War II: A Coast Guard Lieutenant in the South Pacific.* Burd Street Press. Shippensburg, PA: 2005.

Large Unit Award

Coast Guard Sector Charleston

Small Unit Award

Boston Light Station

Lifetime Achievement Award

CAPT Gene Davis, USCG, (Ret.) for his tireless work as the curator/director of the Coast Guard Museum Northwest for nearly three decades. Captain Davis' legacy will reach beyond the physical structure of the museum itself. Through his efforts, the Museum has been mentioned in dozens of books as being the place where real research can be accomplished. He has been personally instrumental in making Coast Guard history accessible to over a quarter million people.

Special Recognition Award

RADM John E. Crowley, Jr., Commander Ninth Coast Guard District for his enthusiastic efforts to raise the awareness and preservation of CG history throughout the Ninth District. "Know and embrace Coast Guard history" was one of the cornerstones of his 'Commander's Intent,' published in his 'Message One,' sent to all Great Lakes units. His efforts remain tireless while still running the daily efforts of his district.

Recommended Reading List

In the Foundation's continuing effort to educate the public, and our membership, an occasional update to our reading list is appropriate. Regularly, new publications regarding Coast Guard history arrive at the presses. Since our last issue, the following new or resurfaced publications have crossed our bows; Enjoy!

LUCKY THIRTEEN: D-Days in the Pacific with the U.S. Coast Guard in World War II, by Ken Wiley. Casemate Publishing, Drexel Hill, PA, 2007. 334 pp. Illus. Appen. Index. ISBN: 1-932033-53-X, \$32.95. A "Coastie" assigned to an attack transport in the WWII Pacific Theater, Ken relates the stories of U.S. Coastguardsmen in the campaigns against Japanese forces in the Pacific. Participating in the campaigns for the Marshall Islands, the Marianas, the Philippines, and Okinawa, this book relates Coast Guard aspects of landing craft operations from landings to ferrying wounded, that are often discounted.

THE PENDLETON DISASTER OFF CAPE COD: The Greatest Small Boat Rescue in Coast Guard History, A True Story, by Theresa Mitchell Barbo, John Galluzzo, and CAPT W. Russell Webster, USCG, (Ret.). The History Press, Charleston, SC, 2007. 126 pp., ISBN: 978-1-59629-248-2, Soft cover, \$19.99. The true story, embellished by actual accounts of crewmen of CG Lifeboat 36500, in the most daring rescue of lives at sea by Coast Guard small boats, off Chatham, MA, February 1952.

THE RAFT: The Courageous Struggle of Three Naval Airmen Against the Sea, by Robert Trumbull; foreword by CAPT

John M. Waters, USCG, (Ret.). Henry Holt and Co., Annapolis, MD, 1942; U.S. Naval Institute Press, Annapolis, MD, 1992. 213 pp., ISBN: 1-55750-827-5, Soft Cover, Prices Vary.

While not a Coast Guard-related publication, this story of survival at sea should inspire all mariners to the fears, camaraderie, and devotion to life encountered by three naval aviators over a 34-day trial with the sea and personal survival.

THEY HAD TO GO OUT...True Stories of America's Coastal Life-savers From the Pages of Wreck & Rescue Journal, foreword by Frederick Stonehouse. Avery Color Studios, Inc., Gwinn, MI, and U.S. Life-Saving Service Heritage Assoc., Hull, MA, 2007. 201 pp., ISBN: 13-978-892384-39-3, Soft Cover, cost varies.

A marvelous compilation of stories of Coast Guard rescues at sea, the training and development of the U.S. Life-Saving Service (and its predecessors), and personnel.

INDUSTRIALIZING AMERICAN SHIPBUILDING: The Transformation of Ship Design and Construction, 1820 - 1920, by William H. Thiesen. University of Florida Press, Gainesville, FL, 2006. 302 pp., ISBN: 0-8130-2940-6, Hard Cover, prices vary.

The Nineteenth-century provided new technologies and techniques in the building of ships; America lagged behind such prominent seafaring nations as England. Dr. Thiesen describes the transformations of American shipbuilding to catch up and counter those of European nations to bring America into the Twentieth century.

FCGH Book Reviews

This issue's reviews are presented by Bob Desh, Sandy Schwaab, and John Galluzzo. If you would care to submit a review, please send it to your editor at snsschwaab@cox.net. Be sure to include your name and affiliation and all appropriate bibliographic information for proper reference.

From Bob Desh:

One of the true miracles of the Internet is the plethora of excellent "out of print" book sites that now populate the World Wide Web. A quick search under "out of print books" on Google, Yahoo or any of the other available on-line search engines will yield a host of options. If you don't have a particular title in mind, simply select a web site and type "Coast Guard" and you will find an endless list of out of print treasures.

ICE IS WHERE YOU FIND IT, by Captain Charles W. Thomas, USCG. The Bobbs-Merrill Company Inc., Indianapolis and New York. (Pre-dates ISBNs). Hard cover, 378 pages. Prices vary depending on condition.

I first discovered this gem in a musty antique store in the great seafaring state of Nebraska. This easy to read book is a wonderful autobiography of Captain Charles Thomas' service on the Greenland Patrol and his tour as CO of cutter *Northwind* after the war. None other than Admiral Richard E. Byrd authored the Foreword of this marvelous collection of sea stories. Captain Thomas' entertaining and sometimes humorous style does not distract from his ability to leave the reader with a clear mental image of the harsh weather conditions,

sheer terror, and monumental tasks that challenged the men of the Greenland Patrol. He also rewards us with glimpses of Coast Guard legends, such as Admiral Edward "Iceberg" Smith and Captain C.C. Von Paulsen. His personal recollections of these two giants of Coast Guard history are worth the purchase and reading of the book alone. The first two-thirds of the book chronicle Captain Thomas' service with the Greenland Patrol. As a bonus, the reader is treated to the saga of *Task Group 68's* exploration of the Antarctic in early 1947. An operation propelled by Admiral Byrd's reputation and considerable political clout, this adventure remains the foundation of the United States' influence in the high latitudes at the bottom of the world. He concludes with tales from one of the Coast Guard's earliest Arctic cruises. Complete with numerous historical photos and illustrated charts, this book is a MUST read for anyone interested in Coast Guard history or Arctic and Antarctic ice operations. Those readers familiar with the shameful condition of the present polar icebreaker fleet will find Captain Thomas' very profound predictions and warnings, in the last chapter, fascinating. If you have never purchased an out of print book, consider starting your quest with this one.

THE ARMED FORCES OFFICER, U.S. Department of Defense. Potomac Books,

Inc., Dulles, Virginia. ISBN 978-1-59797-166-9. Hard and soft cover, 162 pages.

While not specifically on Coast Guard history, this is a book that should be in any truly complete personal military library. Nearly sixty years ago, journalist-historian S.L.A. Marshall wrote the first edition of *The Armed Forces Officer* at the behest of General George C. Marshall, United States Army, who formed and led the great citizen army of WWII. The general believed that officers of all services needed to base their professional commitment on a common moral-ethical grounding, which S.L.A. Marshall set out to explain. That original 1950 publication, and subsequent editions of the *Armed Forces Officer*, have provided a foundation of thought, conduct, standards, and duty for American commissioned officers. This latest edition takes the book's inspirational premise into the new century. Refreshingly, the Coast Guard gets equal billing with its larger military cousins throughout the publication. Complete with the opening chapter of Marshall's original classic and appendices that include the Declaration of Independence and the Constitution, this book is the PERFECT gift at the commissioning of any officer from any branch of the United States Armed Forces.

From Sandy Schwaab:

FRIENDS IN PEACE AND WAR: The Russian Navy's Landmark Visit to Civil War San Francisco, by C. Douglas Kroll. Potomac Books, Inc., Dulles, VA, 2007. ISBN-13: 978-1-59797-054-9; Hardcover,

188 pages, \$22.95.

Recall the panic of the American West Coast on December 8, 1941, anticipating the "imminent" attack of Japanese forces following Pearl Harbor. Rewind to the American Civil War and shift that same fear to San Franciscans of the 1860s. San Francisco was the largest U.S. port on the west coast – the center of millions of dollars in gold trade, home to Mare Island Naval Shipyard, the only Union Navy yard on the west coast, and vulnerable to the possibilities of Confederate incursions, by land or, especially, by sea. Confederate merchant raiders cruised the Pacific Ocean, threatening the very fiber of west coast commerce; Confederate sympathizers were part of the local populace; and the threat of land forces attacking was all too possible. All these scenarios set a tone for the port's request for increased support and security from the Union. The U.S. Navy's Pacific Fleet was small and widely scattered; incomplete harbor defenses were common; and the mainstay of port defense was the lightly armed USRC *Shubrick*. Enter the Imperial Russian Navy in 1863!

Russia alone, among the major European powers, did not support the Confederacy; there was also animosity between Russia, Britain, and France over imperial destinies in the Pacific. Politics often make "strange bedfellows," and the arrival of the Russian fleet in San Francisco (and, simultaneously, in New York) gave the Union a feeling of security that the Russians were here to help "defend" the U.S. San Franciscans

opened their arms to the Russian sailors, repaired their ships, prepared balls, dinners, and parades, and breathed a major sigh of relief with the “additional defense” the Russians provided.

Dr. Kroll has accomplished a major effort in telling this story. This little known event in Civil War history and U.S./Russian diplomacy is well researched and documented in his monograph using both U.S. and Russian sources. Enjoyable and easy to read, a lost element of our nation’s history is brought to light.

From John Galluzzo:

LIGHTHOUSES OF MARYLAND AND VIRGINIA: History, Mystery, Legends and Lore, by Bob Trapani, Jr. Myst and Lace Publishers, Inc., Baltimore MD, 2006, Paperback, 170 pages, \$11.95

In the past, I’ve had the pleasure of reviewing Bob Trapani’s first book, *Indian River Life-Saving Station: Journey Along the Sands*. Recently, I again had the pleasure of reviewing Bob’s work, this time his second book, *Lighthouses of New Jersey and Delaware: History, Mystery, Legends and Lore*. It’s been a fun ride, watching Bob’s publishing career progress through time.

Bob’s latest work, *Lighthouses of Maryland and Virginia: History, Mystery, Legends and Lore*, while identical in format to his second book, holds a treasure trove of tales in the genres described in the subtitle in its own right. Focused primarily on the

lights of Chesapeake Bay, its pages run rampant with ice floes, are moderately sprinkled with shipwrecks (as are charts of the Bay themselves), and even contain a murder or two. While many local historians shy away from such stories, not wanting to shed any bad light on their hometowns or regions, Bob pulls no punches. In one case he tells the story of a lighthouse keeper so hard up for cash he resorts to killing a cab driver and fleeing with his money.

Bob is, also, one of those hybrid writers who can cover both the history of America’s lighthouses and its life-saving stations with equal acumen. Where appropriate, he brings the Keepers and Surfman of the Life-Saving Service into play in accurate detail.

As usual, a standout strength of Bob’s work is his attention to the preservation needs of each lighthouse profiled in the book. Each of the tales of the nineteen main lighthouses featured in *Lighthouses of Maryland and Virginia* is followed with contact information for the local preservation organization raising funds and expending physical energy to keep the lights active as educational entities for future generations to enjoy and learn from. Bob won’t make a fortune off this book personally, but many, many non-profit organizations will have their pleas for preservation help reach new readers, and thus, potential donors, thanks to the author’s insistence that their information be printed. So again, Bob Trapani, Jr. has hit a home run for America’s lighthouses.

Coast Guard Commemorative Stamps *by: Fred Herzberg*

The year 2015 will mark the 100th Anniversary of the modern United States Coast Guard. This proud Military Service traces its roots back to the creation of the Revenue Cutter Service by Public Law on 4 August 1790. However, the Service as it is known today, was not created until the union of the U.S. Revenue Cutter Service and the U.S. Life-Saving Service in 1915. In the last 100 years, it has grown in size and responsibility, incorporating the Lighthouse Service in 1939, Marine Inspection Service in 1942, and has had numerous additional roles added to its mission over the years.

The United States Postal Service has issued one Commemorative Stamp honoring the U.S. Coast Guard, two Postal Cards, and has incorporated Coast Guard members into two additional stamps in over seventy years. However, on many other stamp issues, where the Coast Guard was a vital element of that event, the Coast Guard is not recognized. A later article will depict those omissions.

Each of the other U. S. Armed Forces has received considerable recognition in Commemorative Stamp Issues: the Army on 41; the Navy on 34; the Marines on 14; the Air Force on 15. The oldest continuous Maritime Service has been seriously overlooked. The time has come to correct this oversight. The year 2015 would be a good time to start.

The Commemorative Stamps serve multi-

ple purposes: education of the public, and, through purchase of stamps, saved and not used, they provide a net saving to the U.S.P.S. Thus, the issues need to be graphically attractive and desirable and they need to tell a story of lasting value.

The United States Coast Guard has thousands of stories: heroes to those whose lives have been saved; functions and responsibilities impacting the lives of thousands every day, 24 hours a day, 365 days a year. The Coast Guard is always there, always ready, and universally unsung. Why have so few heard of these

deeds? Why has there been only ONE unique Commemorative Stamp issued to honor this Service? The answer is simple.

Other services go out to do their job. They do it well. The survivors come back and write books, magazine articles, tell their story. They deserve all the credit they get.

Coast Guard people go out and do their job, risking their lives every day. They come back, refuel, and go out again. They go out when everyone else is headed for shelter; they go out to try to save those who could not make it back to port. The books do not get written; the articles do not get written. Lives are saved and there is no down time in which to write.

The Foundation for Coast Guard History is spearheading an effort to have a series of Commemorative Stamps issued in 2015. The effort is a long and tedious one, but persistence frequently pays off. That is why we are starting now. The Postal Ser-



vice issues about 100 new stamps each year. The competition is fierce. To be successful, the story must be told simply, must be graphically attractive, and must be adaptable to miniature art. Postage stamps are, arguably, the largest collection of miniature art in the world.

We are asking for your suggestions. Should the stamps depict events of the past 100 years? What events? Should the scenes depict current missions of the Coast Guard? What missions?

Are there other categories that might lend themselves to this format?

A few caveats:

a) Faces of individuals do not attract collectors unless the individuals are extremely well known or should be well known for their individual, significant accomplishments. b) The events or scenes must be colorful to attract attention. Coast Guard vessels and planes do lend themselves to this portrayal. c) Since 1935, there have been 28 stamps issued depicting lighthouses. There will be another 5 issued this summer. Of those, only one depicted a relationship between the lighthouse and the Coast Guard. Lighthouses will not be considered.

At the moment, there is a committee of three working on this project: John Longnecker of Denver, Colorado, Carl Zellner of Palmyra, Virginia, and Fred Herzberg of Redmond, Washington. The e-mail address is fredherzberg@isomedia.com. One contact will be shared with all of us. We welcome your thoughts, comments and suggestions.

As this project progresses, we will not only keep you informed, we may well ask for your assistance in promoting this effort with the United States Postal Service.

Did You Know...?

While filming the story of Marge Foydl, 83 year old WWII SPAR, Fred Herzberg learned that there was a SPAR song. He also learned that there are 83 year old women who have the energy of a 40 year old.

THE SPAR SONG:

(The tune is very much like so many college fight songs):

*When a Coast Guard girl walks
down the street, She looks 100 per
from head to feet.*

*She's got a style, a smile, a winning
way, And when you look at her,
you'll recognize her and you'll say
"Now there's a girl I'd like to know,
She's got that Coast Guard spirit,
pep and go."*

*Just to look at her is quite a treat,
It's hard to beat, A girl from the
Coast Guard SPARS.*

On May 9, 1939:

President Franklin D. Roosevelt announced Reorganization Plan II, under which the Bureau of Lighthouses was transferred to the Department of the Treasury and consolidated with the U.S. Coast Guard.

Personal Recognition – Above and Beyond...

A "first" in the annals of the Foundation, the following award will be officially presented to RADM John Crowley, Commander, Ninth Coast Guard District, on 3 August 2007 at the dedication of this year's Walk of Coast Guard History Plaque at the CG Day festival in Grand Haven, MI.

RADM John E. Crowley
Commander, Ninth Coast Guard District
1240 East 9th Street
Cleveland, OH 44199-2060

4 July 2007

Dear Admiral Crowley,

My singular honor, as Chairman of The Foundation for Coast Guard History, is to recognize, usually through The Foundation's annual awards program, Coast Guard units and individuals who have made significant contributions in furthering the awareness of the U.S. Coast Guard's rich heritage and achievements, both within rank and file Coast Guardsmen and the people who those men and women continue to serve so well....the American public.

The committee members who judge and select the most worthy during each year's competition are not affiliated officially with FCGH, and I accept their selections with the comfort of knowing it reflects their honest judgment. This year, for the first time, they have requested a Special Recognition be awarded....and I unhesitatingly approved it.

It is a distinct pleasure for me to salute you and present you The Foundation's very first

Special Recognition Award

The breadth of your personal interest in the preservation and innovative use of Coast Guard history to inform the men and women of the Ninth Coast Guard District of the proud traditions and accomplishments of their predecessor Coast Guardsmen is unparalleled. Your inclusion of civilian, federal, and state personnel in recognition of their extraordinary efforts during rescue cases, along with Coast Guardsmen, has enriched the lore of the Coast Guard and ensures the heritage of the Service will be more widely known and appreciated by the public.

On behalf of all members of The Foundation for Coast Guard History, I send heartfelt congratulations, along with many thanks, for your outstanding accomplishments.

Most sincerely,

Howard B. Thorsen
Vice Admiral, U.S. Coast Guard (Retired)
Chairman

The Battle of Cardenas Bay and the Importance of Honor and Teamwork

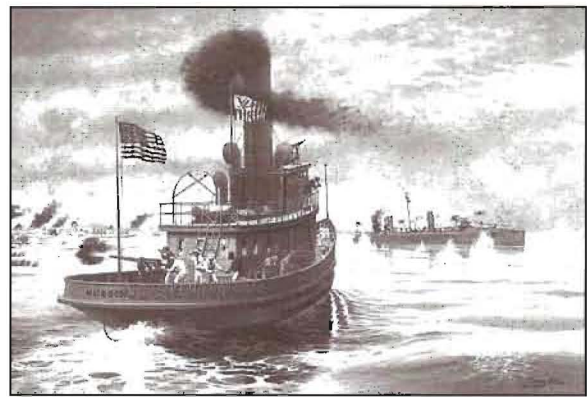
by William Thiesen

Coast Guard Atlantic Area, Portsmouth, Va. [Edited]

The War with Spain in 1898 was a very brief engagement, as most wars go, but it proved another reminder of the U.S. Revenue Cutter Service's ability to serve its nation honorably. A predecessor service to today's Coast Guard, the Revenue Cutter Service fought proudly in both Atlantic and Pacific theaters of this war, also known as the Spanish-American War. While numerous revenue cutters served honorably throughout the hostilities, few distinguished themselves as much as the Revenue Cutter *Hudson*.

In March 1898, after the United States declared war with Spain, an executive order placed the *Hudson* and all other revenue cutters under the direction of the U.S. Navy. After a short time, this small cutter received an armament of two six-pound rapid-fire guns and a Colt automatic "machine" gun. Designed to serve harbor patrol duties on the East Coast, the new 95-foot *Hudson* was technologically advanced for its time with all-steel plating and a triple-expansion reciprocating steam engine.

Despite its special features, *Hudson's* crew really set the cutter apart from the rest of the fleet. The crew of twenty included First Lieutenant J. H. Scott, Third Lieutenant Ernest Mead, First Assistant Engineer N. E. Cutchin, Second Assistant Engineer T.



This painting by Dean Ellis depicts the Revenue Cutter *Hudson* rescuing the Torpedo Boat *Winslow*.
Reproduced with permission from the artist.

G. Lewton, Steward's Mate H. Savage and Cook Moses Jones. *Hudson's* captain, LT Frank Newcomb, had served in the Civil War and would later serve as a Coast Guard officer in World War I. Newcomb was the only crew member that had served in wartime, but he would later write in an after-action report that each of his crewmen performed "in a cool and efficient manner" under fire.

By May 1898, the *Hudson* had been attached to the naval squadron blockading Spanish shipping between Matanzas and Cardenas, Cuba. During the early days of that month, three Spanish gunboats had sortied from Cardenas to harass the American squadron. Due to the threat posed by

these enemy vessels, squadron leader, CDR John Merry (USN), decided to destroy the gunboats while they sat moored in Cardenas harbor. On May 11, the torpedo boat USS *Winslow* spearheaded the attack, with the slower *Hudson* following behind. As soon as the *Winslow* entered the harbor, Spanish shore batteries and gunboats opened fire on the torpedo boat, disabling it and killing or wounding many aboard.

During the battle, the *Hudson* crew served with honor as they manned guns and worked on deck without any protection from enemy fire. Commanded by LTs Scott and Mead, the gun crews kept up a steady covering fire at close range as the *Hudson* moved in to rescue the crippled *Winslow* and its surviving crew members. At the height of the action, the *Hudson* kept up a hot covering fire of 135 rounds in the span of twenty minutes. According to Mead, each one of the rounds "shook *Hudson* from stem to stern." As the *Hudson* drew nearer to the *Winslow*, enemy rounds landed all around, and one of them felled a group of the *Winslow*'s crew members trying to receive the towline. After 30 minutes under constant fire, the crew of the *Hudson* managed to secure a line to the *Winslow* and tow the boat out of range of Spanish guns. The day's action had resulted in the destruction of two Spanish gunboats, but it cost the lives of several crewmembers aboard the *Winslow*, including the only naval officer lost during the war. The *Hudson* had been spared serious damage and departed that evening carrying dispatches and the *Winslow*'s dead and wounded crewmen to Key West.

Many men served with honor that day at Cardenas. Congress awarded three *Winslow* crewmembers the Medal of Honor. On special recommendation by President McKinley, Congress honored the *Hudson*'s

crew with specially minted medals for their valor. A joint resolution provided LT Newcomb with the war's only gold medal awarded by Congress and silver medals to his officers. Congress awarded bronze medals to the crew, including Steward's Mate Savage and Cook Jones, who had each fed ammunition to their respective six-pound gun mounts. This is likely the first time in Coast Guard history that African-Americans received such recognition for action against an enemy on the high seas.

The crew of the *Hudson* performed honorably in the face of intense enemy fire. In a letter written to the Treasury Department a month after the enemy action at Cardenas, Newcomb reported, "Each and every member of the crew ... did his whole duty cheerfully and without the least hesitation." The honor and discipline demonstrated by *Hudson*'s officers and enlisted men allowed the crew to work as a team to fulfill the vessel's mission in spite of the odds against their success.

Core value addressed: Honor.

Coast Guard Core Values Honor

Integrity is our standard. We demonstrate uncompromising ethical conduct and moral behavior in all of our personal actions. We are loyal and accountable to the public trust.

Respect

We value our diverse work force. We treat each other with fairness, dignity, and compassion. We encourage individual opportunity and growth. We encourage creativity through empowerment. We work as a team.

Devotion to Duty

We are professionals, military and civilian, who seek responsibility, accept accountability, and are committed to the successful achievement of our organizational goals. We exist to serve. We serve with pride.

Barkentine Bear

by Richard Blackburn Black

Rear Admiral, USNR (Ret.)

Office of Naval Research

Submitted by: CAPT Dick Green, USCG, Ret

[Edited for format only]

If wooden ships have hearts of oak,
And I believe they do,
Know of one whose stout heart broke!
I'll tell the tale to you:

The BEAR, an ancient barkentine
Whose years topped eighty-nine
Was limping southward, old and green,
Upon a tow-tug's line.

Her destination? "Shame!", she cried,
"I'm going to be a pub,
A rest'rant! (Chicken? Stewed or fried?)
A gin-mill! There's the rub!"

She lay back on the cable then
And dreamed of all her past –
Of gales and ice and shouting men,
Taut canvas in the blast,

The shriek of wind, the sting of sleet,
The green seas sweeping back,
The clinging seamen with their feet
Braced on the foot-rope track,

With bellies pressed against the yard,
Chilled fingers clutching sail,
And elbow movement slowed and hard
By wind on raincoat's tail.

She thought of evenings still and bright,
Locked in Antarctic pack, -
Ice-blink ahead, and blue-black night
Behind her in her track,

When Byrd and English paced her deck
With anxious eyes ahead,
While Ben Johansen said, "By heck,
Ye'll push trou or ye're dead!"

Then Cruzen – (now it's forty-one) –

Fought through to Biscoe Isles
To free the men on Stonington.
One hundred forty miles

Of ice-locked sea BEAR could not break,
So in a patched up plane
The East Base men – a chance to take –
All reached the ship again.

Her thoughts then flew back sixty years
To Bearing Sea Patrol,
Her fights with poachers, British jeers,
And heavy whale-ship toll,

Her years of aid to Barrow town
And starving Aleuts,
And murderers at her yard-arm
A-hanging in their boots.

Now, back to present, and the gale
Off Nova Scotia's shore:
The seas run high, the tug men pale,
"Old BEAR can't take much more!"

Old ships have souls, some sailors say,
And some have died of shame, -
I'll not contend this, either way,
And I will place no blame

But tell you just what seamen saw
Aboard that towing ship;
The BEAR heaved back, began to yaw,
Her bow commenced to dip.

Then with a muffled, nightly sigh
Her seams all opened wide,
And with her colors gaff-tip high
She plunged beneath the tide!

"West Over Sea," the Vikings said,
When funeral was planned,
With chieftain lying midships, dead,
Full armored, sword in hand.

I'll always feel as some will voice
Who worked that ship with me,
That she went down by her own choice –
The BEAR – West Over Sea!

