

Harold (Gus) Land

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Today is the 17th day of May, 1988 and I'm visiting Gus Land () at his home in Santa Cruz, California. It's a nice sunny day after one day of rain in the area.

I won't waste any time. Let Gus go ahead and tell us some of the stories that he has picked up over the years.

(Gus) Well, I don't know where to begin, but everybody has had a lot of adventures, I guess.

I started out like any other young Officer on the "Positrane" which later was lost or given to Britain during the war and I had my share of sea duty along New York City.

The "Champlane", the "Campbell" and the "Posetrane" before the War started and it was in about October or August, I guess it was, the U.S. decided it was time to get ready for war with the transports and off I went to the "Manhattan." with, of all things, telegraph orders, and they said "Goodbye, you're gone," so I went and got on the "Manhattan" - which became the "Wakefield" and stayed there a few days and then I got another set of telegraphed orders. They needed an engineer on the " wood". I got on the 75 footer down in the Narrows there where she was anchored with a couple of other transports - I think there were three of us there and I came aboard riding a tank and Jim Bradbury () was the Skipper and he says, "What are you doing here?"

I says, "I'm here by orders."

He says, to MacKay () "Well take him down." No it wasn't MacKay, he was on the "Wayfarer", anyway, I went down and found a room down below and off we went for a long jaunt down and had some gunnery practise and transport and convoy practise and then away down to Cheasepeake Bay and fired off there and took some Army troops and had a little training for them in amphibious water and then shoved off to Singapore, that was in October of 1941.

We got under way and we had about 7 transports and went up off St. Johns and took aboard eight or ten thousand British troops. In the fog up there, when we got into St. Johns, they walked them from the British (I can't think of the Line they had there, ocean steamers, British) but they climbed aboard lock, stock and barrel and made themselves at home.

(Sam) I understand you had U.S. troops on there also?

(Gus) After our Cheasepeake Bay practise the U.S. Army troops were stationed ashore, I forgot to say that, they were practising amphibious landings. I didn't know exactly what we were doing until we started doing it but then we shoved off and made our way up to St. Johns, New Foundland, and then the British arrived there the same night and all the British people walked across there onto our ships. We set sail from there the next day.

They got all their gear on board overnight and the ships

warmed up - there were four of us - the "Wakefield" was one,
x the " wood". and, let's see, I skipped the other two.
They were loaded with British troops and later they were
going to Singapore.

After we got off the coast our Escort came along to protect
us and there were two Aircraft Carriers, Cruisers and about
ten Destroyers.

(Sam) U.S.?

x (Gus) U.S., and we went off and the " wood" was the only
x ship~~one~~ without any, what was called in those days, forged
draft. We kept lagging behind and lagging behind and we
were zig-zagging and all that stuff was going on and the
Convoy Commander was a Navy Officer and he was on the
(begins with a "B", I can't remember), and he got a little
disgusted with us so when we got down off Florida he said,
"You're on your own," and he shoved off.

Of course they had to go into Trinidad to get oil and refuel
where they were all going, so we kept going our maximum
speed but they all went over the horizon as we zig zagged
our way along and we got to Trinidad and took on a whole new
set of fuel and they told us, very nicely, that they were
going to shove off at 8 o'clock in the morning and that we
were to follow and go with them and as soon as they were
outside the harbour and under way and on course, why we were

on our own again. To keep up if we could!

In Trinidad we managed to keep up with the Transport, which was going at our maximum speed, and we made out all right and World News came over, we were under radio silence of course, and the news came over to us from an Aircraft Carrier - they had aircraft dropping the mail on deck and we.....and everybody had a chance to read.

The British, they were Yorkshire men, these little fellows, they got out their guns every day and they did their exercises, and so on, and the Officers had their Bat. boys come around and there was a big battle in the galley all the time about who had the right to the galley. The Batmen or the Philippino stewards! This went on and on and finally it took a conference of the Exec. and the head of the British troops on board to resolve who had what.... They scheduled it.

They were very nice people. We got along very well. Of course, the enlisted men had their own Mess below. The interesting part of that was that shortly after we left St. Johns, going back a bit, the Canteen, as we called it, was open daily and had ice-cream and candy and cigarettes but it was a mad-house though, they couldn't resist the temptation to eat and stuff themselves with goodies. They all became deathly ill and there wasn't one of them that was ready for anything. The British Officers got very worried about that

because they were sick and the Doctor was busy all night long all day long for about a week.

(Sam) This was not from sea sickness?

(Gus) No. This was from eating. Eating food they were not used to. No potatoes and no meat and what-ever they had in Britain was we didn't talk to much about it but it was the result of a change of diet and they were very ill. They cordoned them off there and they tried to take care of them but there were really some sick people.

I was down in the engine room and Jim Bradbury was the Skipper and about 5 or 6 days after we got under way he ordered me up on deck and I became a Deck Officer from then on the Officers he had on deck he didn't feel he could trust them with the convoys and the rules and handling the ship, and so on, so I became a Deck Officer.

(Sam) You had been an Assistant Engineer before that?

(Gus) Yes, Assistant Engineer was Giffen () and they got along with out-me, you know. They had two very good Warrant Officers and they could take over all right. Bradbury changed everything around.

We were a few miles off, a few days off Cape Town, I should say, when we got a message from the Aircraft, and there was

a big change of messages back and forth and the next morning the Convoy was gone, all of them, and I learned later they had been ordered to the Pacific. The Cruisers were caught in the harbour, I think it was in New Guinea, and all of them were sunk by the Japanese and the Aircraft Carrier continued on to, I don't remember where, the Coral Sea was one of them I know.

(Sam) You were just off Cape Town when you heard about Pearl Harbour?

(Gus) Yes, about two or three days off Cape Town.

(Sam) You continued on then for Singapore?

(Gus) Right. We continued on to Cape Town and we had some sea stories there! These Army Transports which we were carrying, armed and made into Attack Transports, a lot of things aboard were unseaworthy, of course, it's water-tight integrity wasn't too great either and we were trying to get into Cape Town and, of course, the sea there as you round the Cape is tremendous and with the storm and the sea together I think the waves must have been 20 to 30 ft high and we were running down the trough. A lot of the beds weren't held down and they started going and everything got loose in the ship and they lostwell you can imagine what happened....but the one thing that was interesting that in the Pay Master's office there was a huge

safe 6ft high, 4 deep and about 4 ft wide and it was opened by one big door. It was a massive thing on wheels and the wheels were athwartship and held in by wedges, all right, but in this sea, it got loose and it went through that room, and everybody was down there, myself included. Newton and I, you know Newton (), he was a First Lieutenant, were trying to get hold of this thing. So they ran us up some 6 inch line and tried to get a hold of it and gradually stop it. Well, we sent a message about it and each one of the Transports were alike in that regard and we tried to get the Commander in Charge to change course, which he refused to do. I think they sent messages, twice, telling of the urgency. This thing started charging back and forth and I think it broke every bulk head in it's way and smashed all the furniture and it started to beat on the side of the ^hship and we got really worried. Finally, of course, we got hold of one wheel and turned that and got hold of another wheel and stopped it going through the ship's side. Everybody was disgusted but it had it's humourous side too and nobody got hurt. It was a danger, that thing, but nobody got hurt.

We stayed about 3 or 4 days and refueled in Cape Town and the people there were very nice to us and took us around quite a bit and we sat and talked and came back and then we shoved off and two ships went to Mombasa for fuel and we went on to Bombay where we discharged our Yorkshiremen in India and they were supposed to go up and defend the Northern border of India. That's the last we heard of those

people. We stayed in Bombay.

(Sam) Is Bombay on the East or West Coast?

(Gus) West Coast of India, it's right in the center of the peninsula. We saw quite a bit in 3 or 4 days in India. The other ships went onto Singapore. I think the "Wakefield" was the only one to go on to Singapore, they had the most fuel, they had the most troops, and they got to Singapore one day before the Japanese got there and received a bomb in the bow whilst they were unloading troops but they had orders to depart and all the Yorkshiremen were captured with the city.

Of course, we came home without convoy, without protection also, and we managed to get back. We were zig-zagging all the way and I got orders to depart the ship after that.

(Sam) One thing then - the expression from sailing ship days "A loose canon", I guess it's safe to say a loose safe is just as hazardous.

(Gus) Boy, we didn't know what we would do if it went through the side. It was a tremendous thing and I guess all the money was in there to! Anyway, it was losooed and the furniture was all moved around and we managed to get enough working desks and tables and I departed then.

The great adventure I had after that was putting the "East

Wind" into commission and going to North Greenland with Charley Thomas () as Skipper.

(Sam) Were you then Deck or Engine.

(Gus) Deck, I stayed on Deck. We put the ship into commission in San Pedro and we had very little trouble with it. We had trials and everything and they come out fine. But, the "East Wind" at that time, you don't dock her like a regular Coast Guard Cutter, you don't come in and ease her into the wharf, especially with wood, because we eased into the fuel dock, having about 5 ft off the dock, and I guess with 2 knots of current it wasn't too hard to ease it in there but we just touched the wood and the planks started flying and so we learned to just let the ship touch it gently, you never could dock her like a regular ship and I knew that but and felt that but this was a little bit of a surprise.

(Sam) That would be '42, '43?

(Gus) '43, I guess.

During that time I was in New Orleans as a Planning Officer and I was attached to St. Augustine as an Instructor for putting the Frigates into commission. I was the Damage Control, Anti-submarine and Gunnery Officer. That was my department.

(Sam) You were there in '43..

(Gus) '43. Yes.

(Sam) In the Fall of '43?

(Gus) Yes.

(Sam) I went through there.

(Gus) The Officers and the Instructor Staff were supposed to form a crew. Yes, you were there. I gave a couple of lectures on damage control. The Officers were then supposed to man one of those Frigates, having all the information and knowing what it was all about. We didn't think we needed much practise but when it came time to leave, none of us got on a Frigate! I went to the "East Wind" that's how I got there. I thought that was great and I went up there and spent one, was that the first or the second trip? First tip.

(Sam) Were you aboard when they captured the Germans?

(Gus) Yes. That was very interesting and quite an adventure as far as I was concerned because the ship wasn't in too much danger but we found out how sea worthy and ice worthy that ship was on the way in. The ice was of course, I guess we went in off Shannon Island the first time.

(Sam) Did you go in to Skorsby"

(Gus) Yes, we went all the way in to Skorsby and came back

x out, saw the head of the Finnish Government there, a
Greenlander. Then we shoved off and gave him some supplies.
Periodically, whenever we stopped in and saw the people
where the Danish patrol was, we learned about the Germans that
the "Norseman" had routed out and we had plenty of time, I
guess, and we shot 4 walrus for their dog food. Then we
went on to Shannon Island. In the meantime, we had been
flying up and down the coast and I was the Exec. and I took
it upon myself to tell Charlie I was going up there to see
what was going on with the pilot. I had a lot of hours in
Greenland doing patrol with the J.R.F. Later on we were up
there and the ice was solid and we were flying over it and
it was getting late in the year, I guess it was November,
October, but we found this big state on the ice which was
flooding and and I said to Jimmy McCormick, I said' "Hey,
that's something funny down there." and he said, "I don't
think we attracted any attention." I think they could hear
us though. Now before that we had found them on the beach.
The unloading of the trawler was going on and they had all
of this stuff when we flew over so we came back and told the
x ship, pinpointed the thing and said that this was where it
was and what it was all about. It looked like a fair sized
ship and we immediately headed for it, however, when we got
there they were gone, of course. So we dismantled
everything and took aboard what we wanted and left the rest
there for whatever the Danes could use. Then we shoved off
to try and find the trawler. Well, he had gotten out
between the ice pack and Greenland - he had gone North - and

we searched for him for about 1 or two days. Saw some brown on the ice and I said, "it looks like there is something down there," and we didn't want to get too close and I was convinced it was a ship, so we went back and Charlie said, "Let's go and get him." But, by that time the "South Wind" had shown up and we were about two miles from this trawler and they were about one mile and Hoil was on his ship and he didn't believe it was a ship and he didn't have anything on his radar but, of course, having been in the air and having pinpointed that thing, we came down and I could point exactly where it was on the radar picture and they picked it up and the radar man was really a remarkable guy and he stayed in there without moving - I don't know how long it was - about 24 hours - and Charlie Thomas told him to proceed and take action so they proceeded but said there was nothing there. We beat the ship up quite a bit. The bow propellor was completely demolished and the ice was solid, about 15 to 20 feet and as we came in, we got to within 3,000 yards, well, I reported to the bridge, "Well, we are within his gunfire range, let's just go in and either sink it or have him surrender. "So, I recommend we open fire." Charlie Thomas said, "No. Let's go in further." Well after beating the ship up, it was a mess, within 500 yards we had to fire or be pretty inaccurate, so we got in to within 1,000 yards and it was about the fourth time I had asked them to open fire because everything was accurate, the range x etc., and we were all ready so he said, "All Right", he said, "Fire one round, " one salvo from the two guns and, of

course, the projectiles hit the ice and splattered all over the trawler and then Charlie sent a message over, "Give up or we sink the ship," and they didn't answer for about 2 minutes, so we fired one more, and immediately there was a message - "We give up!" and what had they been doing? They had been unloading the ship and trying to burn their papers, but I think they thought we couldn't manage it because they thought we were tanks. The German Officer said later that they thought we were tanks but they couldn't figure out how we had got on the ice. The diesels of course, the sound of the engines of course, you could hear it for miles. Anyway they got off the ship except for a couple of people that were trying to burn their confidential papers and they hid ? behind Amex. In the meantime, we put a landing force on the ice. We had been practising every time we came near Shannon Island and we put the landing force ashore and made them * troop around and see that everybody was as trained as they could be. Anyway, we surrounded the ship and then spread out and looked and searched - there were about 40 of us. The young Reserve Officer in charge, we had all Reserve Officers with the exception of two or three, the Engineer was John Montrella, I was the Exec. and Charlie Jameson - all the rest were Reserve Officers. One of them had experience over in Alaska * on the "Northland". So they were there and they ^sgaw us and, as I recall, we put the search lights on them and they gave us and a bunch of Engineers and myself went aboard the * trawler to see what was going on and all the~~e~~ papers were stacked above the Engine Room and we brought them back on

board, the whole bunch, and they turned out to be the German charts of the mine fields in the North Sea on the entrances to Europe so we thought they were very valuable and Charlie sent a message and said we had them and the word was to proceed and get them to Iceland as soon as possible and turn them over to the British, which was later done, so, in the meantime we said, "We've done this job so when we get out of x the ice, (we were taking all the Germans back to Iceland,) ? well, we thought, we could catch a in Spitzburgen. He said he recommended that we go to Spitzburgen. We got word that that was under British x jurisdiction. We unloaded all the people in Iceland and I guess we went down there as fast as we could go and that was the end of that.

It was getting late and there was no way anyone could get in except a heavy ice-breaker so

(Sam) Didn't you take the prize crew on the trawler?"

(Gus) Oh yes, we wanted to take it but our orders were to sink it. So, I organized a prize crew and we went aboard x and some of them were studying German and the Engineer crew that we had were pretty good so we broke it out by just man-handling the ice there and kept going to it after it was over and we took it along-side and I told Charlie that I would get it out of the ice so I took it out of there with about 3 Officers and a handfull of men and we got it out of

the ice where it was free of ice and we thought, well, we could take it back home because we were going to Iceland anyway and we could take it down. So we re-arranged the crew and got a Reserve Lieutenant, Howard his name was, aboard with his crew, O'Hara and some of the others and we sailed it off all the way down and turned the prisoners over to the Army and they flew them back.

There were some funny things. There were a lot of souvenirs from the ship and we kept them.

(Sam) Now you, once you had the trawler back in open water you...

(Gus) Yes, we put another crew aboard and I went back to the "East Wind".

Sam) You put another prize crew aboard.

(Gus) Yes. We got orders to go back home after we had gotten to Iceland. We formed up a convoy with the "South Wind" of the 125 footers that were still in the North Atlantic and they were.....I think one of them was lost, anyhow we had 4 or 5 of those and then we had the trawler.

(Sam) 125 footers. Are these the Coast Guard pre-war 125's?

(Gus) Yes. There were 4 or 5 of those and ourselves and the

"South Wind" to take home, which we proceeded to do at their
x best speed. Let's see, we put the "Exersign" in the centre and
the four around him like a diamond and we were up ahead, one
on either side of the convoy and we had two scares when we
thought we had had a good contact but it turned to nothing.

One little mishap, the "Exersign" crew and their radioman mis-
understood a sign which was "Oboe, Roger, something" and he
read it "Oboe, Romeo" or something and he made a turn and the
others slowed down, or something and he went across the
stern of the "Travis" I think it was, and he almost cut the
stern off. We got over there and they were pretty good and
made a bulk head water tight. They had cut through between
the last bulkhead and the stern. About half-way through. So
we proceeded to Halifax to see if something could be done
with the ship and the "Travis" stayed on there to get some
repairs and we took the rest on home.

I was stationed in Cape May as Group Commander down there and what
happened was, I went down to the dock and there was a Navy
ship and I thought, "Gee that looks familiar'" and it was
the " Exersign" and it had been renamed and made an
x Experimental Electronics Ship by the Navy and based in Cape
May. The Navy had put it to good use. It was a new and
solid ship. So there it was. So that was one adventure we
had.

(Sam) Have you ever heard the tape "This is Your Life", honouring Charlie Thomas?

(Gus) No. I heard he wrote a book. No, I didn't know.

(Sam) He was on the Ralph Edwards program and Charlie Tye had records and we....

(Gus) Well, that's all repetition.

(Sam) No, this is ever so much clearer, what happened, because the Edwards' program was bringing different people in and I think the description of the capture was given by Snooze Jensen, who wasn't anywhere near.

(Gus) Well, we went up - we got back to Greenland again the next year and we were just on patrol and helping the Army get out of there, pretty much.

(Sam) Right at the end of the War?

(Gus) Yeah, '44 and '45, we were helping the Army get some of their troops and supplies out of there. One of our jobs was to haul out all the excess food they had - they had 2,000 men at one time - and I think they were down to, I don't know, I think a few hundred. Maybe 800 or 900 men. With the excess food one of the things they had was tomato juice and we had cartons and cartons of tomato juice and the other one was blackberries, I think it was frozen blackberries. We had tons and tons of them, I guess they

didn't use them. But we got a laugh out of that one.

We went up to see the Danes again and got a couple more walruss.

(Sam) Now this is back on the East coast of Greenland.

(Gus) Yeah, then Henry Shoal came aboard as Skipper and we went up the West coast with the Danish officials. We took them for a stop and go trip up the East coast to, I guess, Stockholm. I would have to look at the charts to see, but there were a couple of fjords that we went up. Sjongerstrom Fjord, I believe, and a couple of others. We did that and afterward, on the way back, we had a couple of tragic happenings, but that was too bad.

x On the way up, somebody got mumps and ran it through the ^{whole crew} and we were in isolation, and we tried to control it but I guess 70 or 80 of the men, over a period of time, got the mumps, and we were isolated from Greenland because, I guess, it was deadly to the Greenlanders. After that was over, we.....I won't get into that I guess.

We had a trip up to Greenland, stopping at various places.

(Sam) Did you go as far as Tooley?

(Gus) No, we didn't even get to Disco, we only went part way up there. I think Gotto was the furthest North that we went on that trip. I don't think the Greenland Government was.....

(Sam) If you went to Sjongerstrom, as I recall, Sjongerstrom was some way North of Gotto.

(Gus) It was a great, big, long fjord.

(Sam) That's Sjongerstrom. 17 miles or so to an airfield. That was Bluey 7.

(Gus) Yeah, yeah, that was right.

(Sam) Now, that's West coast, not East coast. The big fjord on the East coast was Skorsby.

(Gus) Yeah, Skorsby had a tremendous fjord and ice berg but we didn't do much there except drop in on the local Governor there. Eskimo....uh, what was the other place? There was a group of Islands down there. Radio station and everything, we stopped in there. Gundolf is way down there, I know it wasn't Gundolf. We did some work at Fredrick's Harbour down on the Southern tip. Helping them with repairs and that and resupply. We went through the Straits down there.

(Sam) Isn't that magnificent down there the way those cliffs go right straight up for about 5,000 feet?

(Gus) Never seen anything like it anywhere.

(Sam) And you can go right up to the bank.

(Gus) I think Greenland is beautiful.

(Sam) Yes. Do you recall which fjord...

(Gus) I remember the time we stayed in Little Caldaway and Big Caldaway, we went up there....I think at the time, also, when we were looking for that ship, I think we took the ship North. Way North of anything any powered ship had gone inside, before or since. Looking for this ship, when we found the German trawler.

(Sam) Keep it going, this is really interesting.

(Gus) After the War I was stationed in Cape May. I was on the "Edam" for a year, I guess, the Exec. was Eric Anderson (). Weather Patrols, very uneventful Weather Patrols, but that was part of the job, I guess. There was the time when I was Group Commander and we found the "Exersign". Shortly after that they decided to move the Recruitment Station/ Training Station to Cape x May. So I was given the job of taking all the men sent to work and organizing the thing under the District Civil Engineering Department and using Coast Guard personnel. Showing them where to assign what buildings to what use and rehabilitate them all as they had all been unoccupied, and so on.....then Captain Osterman () came along and got it organized and they started bringing in recruits.

(Sam) What had it been before that?

(Gus) Well, before that it had been a Naval Frontier Air Station. The Coast Guard had aircraft there to. The Cape May Air Station. It was discontinued. There were no aircraft operations by the time I got there. It was closed up. Most of it was built by the Navy for the Frontier Air Station - Frontier Command - and we converted the barracks into barracks and the hangers into recreational facilities and tried to rehabilitate some of the grounds for parade grounds, and what not, and I was assigned as a Training Officer and stayed on as a Training Officer.

(Sam) What year would this be?

(Gus) '46, '47, around that time. I was there 3 years I believe. '48 I left. I got there in '47 and the Training Station started in '48.

(Sam) Some time in '45 or '46, early Spring of '46 there was an investigation. A Warrant Officer, no a Lietenant Commander, ex Warrant Officer was involved.

(Gus) That must have been later.

(Sam) Wyshe was the Investigating Officer. You're not recording this are you?

(Sam) Yup. Well if you can turn it off....

(Gus) After Cape May I went to the Armed Forces Staff

College and I went through that and wrote a little thesis about what I thought of Coast Guard War duties and completed the course and then was assigned to the "Dexter" in
x Boston. It was the first A.P.B. built and it had G.M.
y deisels, the only one of their kind in the world, and it was made under contract and we had a hard time with those rollers. You would make one trip to sea and you had to renew the rollers and to get new rollers it took about 3 months, sometimes four. So I went up to District and said to save, order rollers for a year, so we don't have to do this and they agreed so that solved that problem, except for the work involved which involved dismantling the dammed engine, put the rollers in and re-assemble it again.

We had some good rough weather but the ship was a pretty good ship, as far as A.B.P.'s go.

(Sam) Was that one which the Coast Guard took over as a Coast Guard Cutter.

(Gus) Oh. yeah, the "Dexter" was a Coast Guard Cutter, not on loan.

(Sam) Most of them were on loan from the Navy, or some other such arrangement.

(Gus) No, the "Dexter" was renamed "Dexter" and it was a Coast Guard Cutter.

(Sam) What was it's original name, do you recall? One of the "Bays". It doesn't matter.

(Gus) It's so long ago I really don't remember. It might come to me tomorrow. Come back tomorrow, Sam.

Then I became Captain of the Port of New Orleans, which I enjoyed very much, and Jimmy Crake was Districtt Commander and we were stationed on Lake Posetrane, which was a mistake but the Coast Guard had it so used it. So that was the time we laid out our plans as to where to put the new Station and the Commandant said they had the money in the Budget, and if we were getting it this year to get the plan drawn, so we made a pretty good survey down there and the Politicians got into the act and they wanted to use some of the old facilities down there to make sure the Coast Guard stayed down there. I sided with Jimmy Crake, who was addiment about "We're not going to take any hand-me-downs, we are going to build a Station". So we located the Station where it is today, right next to the docks and the industrial canal down there, which is the proper place for it and I think today it should be a real good Station.

And, my next assignment was the "Matagoru" And I had some adventures on the "Matagoru". No real sea story type of adventures. We got the ship and it was in Boston and they were going to lay it up - in Boston for 2yrs, I was told the

story, and it was going to be decommissioned and it was going to be decommissioned but Boston's funds were cut so ~~the maintenance was way down.~~ ~~the maintenance~~ way down. It was a rust bucket. Schindler made one trip to Japan on it way back but it needed so much repair, then I showed up there and I went out

to Midway and rode the ship back with Schindler and relieved him and Ted ???? said, (first thing I did was make a big work list) "You've got 10/15 million dollars worth of work there and we don't have any Budget like that!" He said, "How would you like to go to Japan and get all the work done there?"

I said, "You mean everything?". He had mentioned about 2 to 3 million dollars. And I said, "Sure, what the hell, the ship is more important than worrying about where it's done." So we shoved off, and I went through the, through the

x Atlantic storms and I went down on the "wood" and I've been through many storms but we got west of Midway and hit an unscheduled typhoon and man, that took that ship apart. The front of the Bridge was bashed in, two of the boats were gone and everything was ripped loose and we made it anyway and the engines kept going, by God they kept going. We ended up about 50 miles about from where that thing started.

We kept sending messages to make sure they understood there was a tremendous storm out there. So it delayed us getting into Yoko Bay. When we got there it was foggy, really foggy, you couldn't see 200 yards. So, what the hell to do, I had to be there at 8 am so we were running at speed and watching the radar and ducking....and we got into the Bay

proper and all the fishing boats. All the boats were coming the other way and we were going through them.

So it turned out that we had shunted off by passing ships to the right and we were heading off the bay where it was rocky. So I says, "To hell with this, so crank it up." There was nothing on the radar scope so I turned and ran all the way back across the bay and then we started up again and we were dodging ships all the time and the radar was working well and the men were doing their job, they were really pouring it out back there and we showed up at Yakuska on time and were told "You were not supposed to get into the Bay if it's foggy." He says, "Nobody does that, you can't do that."

I says, "We can."

So we went in and had the work done. We enjoyed ourselves there. Everybody got recreation. We climbed Mount Fuji, went to Tokyo and Yokohama and then Shumaker () was up there in Yokohama and I went up and saw him. At N.M.I. Got to learn a little bit about the area and then came back and I was transferred to District Officer in Hawaii and stayed there as Personnel Officer for another year and then I was transferred to Cleveland, in the middle of the winter. After Hawaii that was an adventure, with three children.

I stayed there for 9 months as Director of Reserve, learned a little about how the Reserve worked and changed the system around and instead of people trying to have a clothing locker on the Station, where they had a clothing locker

there and somebody running that. And then they had people coming onto duty trying to get clothes and then they were trying to train them and they weren't making any training and I wondered what the heck was going on. And the District had most of the clothes, I guess, too. So I wrote a long letter and I said "Is this possible?" and they said, "Sure." So I said, "Everybody, when you're enlisted you report to Cape May - get two weeks at Cape May, come back outfitted and go to work." The change in the work load was terrific to me and they could now pay attention to what their business was - training. I thought it was well done.

x Then I spent a lot of time travelling around. The Reserve had some system where you had to...they felt alone, so that if somebody in Advice, or Authority or Command did not regularly come and see them, no matter where they were, they felt they needed back-up or support and they wrote letters. So I was spending very little time in the Office and I was down in Lake Front in a little place down there and this was where District Office was and I thought that it shouldn't be. To me Inspection should be separate from Main Office - the Administrative Office. So, I wrote to Admiral Cairns and said, "If we move up there, which means we were part of the District staff and the N.M.I. Working Office shift down there." They bought that and it was very nice.

Then I reorganised the Reserve Office to see what everybody was doing, it may have been Short (), Personnel, but

everyone was doing everyone else's job and I cut that out
x and got that one done pretty well. So I felt pretty good about
doing that. I did not stay very long to see how it worked
out. I got orders to Head Quarters, Program Analysis
x Division. I finished there after 3 years of Head Quarters,
which everybody knows.

I had been in 1951 to 1955, I was a Liason Officer to the
Navy. It was an interesting job because the Navy and the
Coast Guard were still working on the Port security
enhancement during the Korean War, making sure the harbours
x were safe. Port security program and there were laws passed,
I can't remember the law itself, but the laws governing Port
security, Safety of Operation, Port Safety, Explosives and
x Regulations and the regulation was made after that. The
President wanted a routine report on the progress of
enhancing the Security of U.S. Ports as they were constantly
in danger of terrorism and damage, so one of my jobs was to
work with the Navy and get them together and rewrite this
Report for the White House, which was something new to me.
So I got that thing down and I was pretty well thought of in
the Navy. I worked with the Navy Officers but when any job
came up they gave it to me. We would get it done and I had
a good reputation over there. Admiral Duncan (), when he
had Policy papers, I had to go down to Chief of Operations
with Admiral Duncan and Admiral Goldswaite and he used to
say that the shrimp boat problem coming from Mexico was turned
over to the Navy and the Navy turned it down and gave it to

the Coast Guard, and every time he saw me he would say, "How are the shrimp boats going?" Anyway, I enjoyed that tour of duty.

(Sam) Well, you got quite a bit of the Captain of the Port work?

(Gus) I was Captain of the Port of New Orleans, for the whole.....

(Sam) That prepared you for your post-graduation work? Retirement from the Coast Guard.

(Gus) Oh, well, I enjoyed that job down there too. I don't know if it was in the book but I was Captain of the Port from Brownsville all the way over to Biloxy, or somewhere I guess. So I made those trips quite often. We had the Auxillary down there also doing Port Security work. I never did get the port of Houston and Jimmy Crake couldn't do anything, x couldn't clean that port up. ^{I thought it} ~~It~~ was the most dangerous port in the United States, where it didn't make much difference to the Officials in Houston. They just let the ships dump the oil, sometimes and inch thick in the harbour. The ship canal was solid oil and, as you know, was a fire hazard.

Two boat crews were up there and had no influence at all. I don't know how it is today. I can imagine it should be a lot different. That was after Head Quarters that I went down

to New Orleans. I got along pretty well with the Port Authorities and the commercial people. The tug boats and the shipping companies and so on. They respected the Coast Guard down there since Coast Guard Officers periodically worked for them. Flag steamships nearly always had Coast Guard Officers on them. To me it was a very interesting job.

I guess I was on leave one time when a big ship hit a wharf down there. There always seemed to be a ship down there hit a wharf and do a heck of a lot of damage. The Pilots Association was very nepotism, or what ever they call it, but they ran their own show, and nobody could be found at fault because of it.

x (Sam) That's a fault of the Pilots' System. They are just all over.

(Gus) That's true, they operate in almost every harbour. Then my service as Operations Officer and Chief of Staff in San Francisco in 12th District was watching the District Commanders change once a year and in between we had Acting District Commanders. Admiral Napp, Admiral Phebig, Admiral Bender, came in successive years when I was there.

So, after I retired I didn't have anything special, I had an offer - Chris Napp said there was an opening for a Harbour Master down in Monteray and offered me the job and I said,

"O.K., but just give me a little time." I went down there and had a good time at the job and I told him that I wanted a job whee^r I was independent and had something to do with ~~with~~ ocean and a harbour and this looked like the job for me and I had a small work force of about 9 guys and I ran the Harbour and the Marina and the Harbour Safety. Didn't have much trouble with the port safety. You would tell them what was going on and they took care of it. Working with retired fishermen and sailing yachtsmen is not always harmonious. My life was threatened several times by the retired fishermen who believed I should work for the fishermen, and, if I didn't, by God I would be killed the next day.

(Sam) Somehow or other that didn't happen, did it!

(Gus) I calmed them right down and said that if you want to kill me do it right now - doesn't matter to me and that "You talk through your hat."

But this one fella actually killed somebody in Alaska. He was the one to threaten me and he was a rough character. He said, "I'm going to bring my boat right in and I'm going to tie it up right there." and I said, "Well you can tie it there temporarily but after that you better move, that's the way it is, so." After ten years of that I decided to retire from that. The whole town was small enough so you got to know everybody.

(Sam) You've retired from that and you're living a happy life.