

The Cutter

The Newsletter of the Foundation for Coast Guard History

28 Osprey Dr.

Newsletter 35, winter 2012 Gales Ferry, CT 06335

Bill of Lading

The Wardroom

From the Chairman	p. 2
From the Executive Director	p. 3
2011 Book Award Grand Prize	p. 5
Letter to the Editor	p. 5

Main Prop

The Petri Models	p. 1
Cape Carter SAR	p. 6
Armand Chapeau fights for CG Vets	p. 7
Naming of Fast Response Cutter	p. 10
Coast Guardsman qualifies in Submarine ...	p. 11
Change of Command Sets Distance Record	p. 14

Speakings

Death of retired Flag Officer	p. 16
USCGC <i>Tamara</i>	p. 17

Off Duty

New Book by Mike Walling	p. 18
--------------------------------	-------

Memorials

U.S. War Memorials	p. 20
--------------------------	-------

Baggywrinkle

The Coast Guard Connection	p. 18
Nautical Puns	p. 18

The Petri Models

By Fred Herzberg, CAPT USCG (ret.)



This is the story of a most remarkable man who is personally preserving Coast Guard History in a most unusual fashion.

As a young man, Richard L. Petri worked in a bakery in western New York. In 1945, late in WWII, the 17-year-old Petri joined the United States Coast Guard. He went to cook school and eventually became a cook and baker—a good one. He served on lightships, LORAN Stations French Frigate Shoals and Ulithi, a tug and a couple of buoy tenders, and ocean station vessels, ending up on CGC *Mackinac*.

While in the Coast Guard, Petri spent his spare time making ship models. His specialty was models of Coast Guard ships he had served on.

Continued on p. 9

The Foundation for Coast Guard History



www.fcgh.org

The Wardroom

Nomenclature regarding content

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

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

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

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

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

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

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

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

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

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

From the Chairman

By Jim Hull, VADM USCG (ret.)

It has been a busy few months. I have met with Admiral Bob Papp, the Commandant of the Coast Guard, several times since he became Commandant, and I am very happy to say that he is living up to his promise to honor History. He has chartered two separate initiatives to make this a reality.

In the first initiative, the Academy recently reached out to our organization, and I was invited to participate in two meetings to discuss the development of Coast Guard History courses as part of the curriculum at the Academy. The first meeting was a planning session with CAPT Glenn Sulmasy, Head of the Humanities Department at CGA, and other interested parties. The Commandant attended the final planning meeting and gave his approval to efforts to create Coast Guard-specific history courses as part of the curriculum. It is anticipated that an elective will first be offered as part of the Government major, to be followed by other course developments.

The second initiative is still in the planning stages. I have been asked to chair a meeting at the Academy, Yorktown, or some other suitable location to bring together individuals and organizations interested in Coast Guard History. The intended result is to create a blueprint for preserving, displaying, and enhancing the history of the Coast Guard. Please stand by, as I am sure there will be opportunities for those interested to participate and contribute. I would be happy to hear any and all thoughts. We hope the meeting will take place before the summer transfer season. Captain Ron LaBrec is leading this effort, with the full support of Admiral Schultz and the Commandant.

These two developments give me pride on two fronts. One is that our organization was recognized for its leadership role in what we try to do: promote and preserve Coast Guard History. Secondly, we are seeing a manifestation of a lot of hard work by many to highlight the rich background of the Coast Guard.

Lastly, it's worth noting that ADM Papp uses Coast Guard History in almost every speech he gives. In his recent "State of the Coast Guard" presentation (see it at www.uscg.mil), he highlighted the history of building ships. He also recognized the present Coast Guard Historian, Dr. Bob Browning, for giving him the facts he needs whenever he needs them.

I would say we now have our marching orders, and should take pride that the Foundation's advocacy has provided a foundation for the work ahead.

Jim

Continued on p.3

Continued from p. 5

years that we have been married. Where has my financial support come from during all of those years? Who have been our closest friends during that period? Who has welcomed us to new duty stations wherever my husband has been assigned? Who loves talking about and reading about the Coast Guard just as much as my spouse does? Who looks forward to class reunions at the Academy to see what's new there and see friends from many different duty stations, just as much as my husband does? Don't tell me I'm not part of the Coast Guard, the best of all of the military services!

Sincerely, Jane Peak

[To Mrs. Peak: Your letter is much appreciated. – Ed.]

From the Chair

Other websites.

www.uscg.mil

www.coastguard.dodlive.mil

twitter.com/uscoastguard

www.youtube.com/uscgimagery

www.flickr.com/photos/coast_guard/

www.facebook.com/UScoastguard

From the Executive Director

By Gary Thomas, CDR USCG (ret.)

"A few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the laws." Most of you will recognize Alexander Hamilton's quote from the *Federalist Papers* in 1787 as the intellectual foundation for what became the Revenue Cutter Service. As you read this, I am learning to do what many of you already know

how to do: be retired. As one of my first acts of retirement, I took up an offer of some great friends of ours to visit them in Saint Croix, U.S. Virgin Islands. Saint Croix is where Hamilton, founder of the modern Coast Guard, spent his formative years as a child, growing up in Christiansted. Roughly 250 years later, some of the buildings he would have been familiar with still stand, including the fort in which his mother was imprisoned for a brief period. It was interesting to visit the scene of his humble beginnings (remember, he was born out of wedlock, a considerable scandal at the time) and then move forward to today as the USCGC *Stratton* (WMSL-752), our third National Security Cutter, is readied for commissioning in a few weeks. Despite the march of time, the advance of technology, and globalization of the world in a way Hamilton couldn't have imagined, the Coast Guard exists today because it continues to be "at a small expense" very "useful sentinels of the laws."

I was thinking about the pace of change over those 250 years as I approached writing this column. As an engineer and systems analyst by CG training and experience, I'm mentally geared to development cycles that run in months, maybe a few years at most, and I'm often frustrated by slow-moving developments that often resemble inactivity. With the FCGH in its second decade, my gut wants the Coast Guard Museum built, regional historical collections protected and on display, and a vibrant and growing appreciation of our service's culture and heritage. Alas, as historians remind me regularly, the timetable of history isn't the timetable of an engineer. But we are seeing glimmers of activity that hint at better things to come. As VADM Hull mentioned, the Commandant (an FCGH Lifetime Member) clearly understands and

always expresses the need to learn, understand, and appreciate our organization's history. And the history conference that VADM Hull has been asked to Chair and in which I'll participate will be the first time "we"—the Historian's Office, historical societies, the National Archives, academia, the Department of Homeland Security, and others—have taken a comprehensive view toward addressing the subject. The FCGH's effort I wrote of in the last edition, entitled "A Common Voice for CG History," will play a role in that effort. While historians by their nature are generally a fairly quiet and often staid group of people, there is much to be excited about in the near term.

Of course, with increased visibility comes the chance that more people will ask you to attempt to accomplish more! Recently, Dr. Robert Browning, the Coast Guard Historian, passed me a note with the following request:

"Every now and then we get offers from people who have old super 8 film, etc., of Coast Guard activities. They often do not have the means to convert them. We currently have this situation of a gentleman who has 4 reels from the 50s and 60s."

If anyone out there can help us convert and then share such films, please let me know. Films such as this are valuable not only because there aren't many in existence but also because they often tell the stories that "official" documentation doesn't.

And finally, this year marks the Bicentennial celebration of the War of 1812. The Coast Guard has been active in the planning of many of the events around

the country. Recently, USCGC *Eagle* left the drydock in Baltimore and is making preparations for her participation in Op-Sail events along the East Coast. If you get a chance, plan a visit to her during one of her port calls, ranging from New Orleans to Maine. You can find her schedule here: http://admissions.uscga.edu/partners/news_detail.asp?NewsId=109

Please make your reports to the bridge if you have course corrections we should make. Otherwise, I'll report that we are on our P.I.M.

Baggywrinkle

"As It Was in the Beginning..."

By Robert C. Ayer, CAPT USCG (ret.)

At the beginning of the Constitutional period, in the maritime sphere, the main sort of tax that Alexander Hamilton, the first Secretary of the Treasury, got the Congress to impose was impost duties (taxes on imported goods, paid by the importer). These were what the Revenue Cutter Service was charged with enforcing.

Whether it would succeed in doing so depended largely on some general American attitudes and tendencies that Hamilton had to try to change. There was inertia that Hamilton had to work against: the inertia of Americans' ingrained attitudes regarding maritime trade; more particularly, what they should be allowed to do and what they shouldn't in that sphere.

Put simply, during the colonial period Americans had been inclined to accept the protections that the British imperial system of mercantilism afforded them, such as having the Royal Navy available

Continued on p.8

Tom Beard Wins Grand Prize for *The Coast Guard*

The award: the Grand Prize 2011 Book Award

Links:

Award announcement:

<http://www.starsandflags.com/BA-2011-winners.html>

Book availability:

http://www.amazon.com/Coast-Guard-Tom-Beard/dp/0789320789/ref=sr_1_2?ie=UTF8&qid=1322767820&sr=8-2

Tom Beard: tom16@wavecable.com

The Coast Guard Aviation Association:
www.aoptero.org

Courtesy of FCGH Regent Phil Volk and the Ancient Order of the Pterodactyl (the Coast Guard Aviation Association)

As another example of the tireless energy of Fred Herzberg, CAPT USCG (ret.) and FCGH Founder and Executive Director Emeritus, in capturing and telling about CG history, please note the following:

An approximately five-minute interview with Fred appeared on KOBİ-TV on the 5:00 news on Monday, 21 November 2011.

You should be able to view it by following the link: www.kobi5.com

Provided courtesy of Jim Hull, VADM USCG (ret.), Chair of FCGH; Karl Schultz, RDML USCG; and Karl Sargent

Letter to the Editor:

This is in response to your article entitled "Service Song Etiquette" on page 21 in the Newsletter 33, summer 2011, edition of "The Cutter" (which arrived in my mailbox this morning, 30 October 2011!).

My husband, Captain Paul R. Peak, USCG (Ret.), and I live in Vinson Hall, the Navy, Marine, and Coast Guard retirement community in McLean, VA. We have all five of the Armed Forces represented here by couples, widows, and widowers. It's a wonderful place to live and I enthusiastically recommend it to all of our retired officer friends.

We have many entertainments of a musical nature, either small bands or orchestras or singing groups. I can speak for all of our residents when I say that we love it when such groups play or sing the different service songs. It has been our custom during all of the twenty-two years that we have lived here to stand when our particular service song is played or sung. About half of our residents are Navy veterans, so there is quite a crowd standing when "Anchors Aweigh" is played. My husband is the only Coast Guard veteran living here (since the death of Captain Vivian Reese Harned a few months ago), so we are all alone during the playing of "Semper Paratus". If we miss a concert at which the service songs are played or sung, we hear about it the next day!

Of course I stand with my husband. I may not have been sworn in to the service, but I feel that I have been part of the Coast Guard for all of the 67 plus

Continued on p. 3

CAPE CARTER SAR

By Jim Brown, CDR USCG (ret.)

["That one action alone made my 20-year career, and those of every member of my crew, worthwhile," reports CDR Brown of the CGC *Cape Carter* (WPB 95309). Echoing a quote from "Saving Private Ryan", he is happy to recall the rescue of two teenage surfers outside the Golden Gate on December 22, 1959]

The Rescue: Gary Silberstein and Steve Krolik were surfing from Ocean Beach just south of the famed Cliff House when they were swept away by the current. Floating past Seal Rock into the Pacific, the two seventeen-year-olds failed to attract the attention of nearby fishing boats, which



CDR Brown and Dr. Silberstein on the California beach

could not see them in the swells. The surfers had passed the Mile Rock and Point Bonita lighthouses.

After nearly two hours at sea, Steve was immobile due to hypothermia, when Gary spotted the "beautiful bow wake" of the *Cape Carter* speeding west from the Bay toward the boys, who were about a mile and a half offshore. A good Samaritan had



News photo of the two rescued surfers

spotted the teenagers. Station Fort Point in the Presidio received a call from the Captain of the Port.

Rising to the top of a swell, Gary frantically waved a self-inflating yellow float and called for help. The coastie who threw Gary the life ring shouted, "What are you doing out here?" He reported that the cutter would not have spotted them without the float. The 95309 brought the two college freshmen to a waiting ambulance at Fort Point. Gary's father expressed his gratitude to the Coast Guard.

Years Later: In 1977 CDR Brown retired from the Coast Guard, which had sent him to law school and then seconded him to the NSC and State Department. After a stint in the Foreign Service, Brown became a trial lawyer in Houston. He retired in Galveston. One day, Jim was pleasantly surprised to



CDR Jim Brown today

be thanked by the man whose life he saved.

Gary received a Ph.D. in biology and became a cancer researcher at UC-Santa Cruz. Though pushing 70, he still surfs. Ironically, that day in 1959, a third surfer had noted Gary's empty surfboard washed up on the sand and retrieved it, but notified no one. He was henceforth known as FUBAR Freddy.

Last month Gary located CDR Brown in Texas, grateful for the opportunity to thank him. He has exchanged experiences with a dozen surfers who have been rescued from Ocean Beach in the last decade.

Courtesy of CDR Brown, Dr. Gary Silberman, and NARA

USCG Retiree Armand Chapeau's Efforts To Get Georgia State Government To Give Equal Treatment To Coast Guard Veterans As That For Other Military Services

By Lee Shearer, the Athens (GA) *Banner-Herald*

Monday, January 2, 2012: "Local Coast Guard Vet Gets Respect for his Military Branch: Don't Disrespect the U.S. Coast Guard While Armand Chapeau is Around." Chapeau, a Coast guard veteran who lives in Athens, has taken on the Georgia state government twice when he thought the state wasn't giving the seagoing service branch the respect it deserved. Both times, the state has yielded to the stubborn Chapeau, whose 29 years of service included a stint during the Vietnam War, where an enemy bullet in his spine left him temporarily paralyzed.

Officers suggested he retire after he recovered from his 1967 wounds, which he received when his Coast Guard patrol boat was attacked on the Cua Viet River. He declined, eventually returning to desk duty even though he was on sick leave. And when officers said his future service should be confined to shore duty, he declined that, too, returning to sea after doctors cleared him.

Chapeau's most recent set-to with state bureaucrats began two years ago, when he found out that the state revenue department had left out the Coast Guard when it designed new license plates for veterans featuring the insignia of U.S. military branches, such as the Air Force and Army. Thanks to Chapeau's persistence, Coast Guard veterans like himself now can get those special tags. Chapeau learned last month that the state had adopted a new

plate for Coast Guard veterans, featuring the Coast Guard insignia and the signature racing stripe design that marks Coast Guard watercraft. He immediately installed one on his 1990 Ford 150. His wife's car carries a state license plate honoring the Purple Heart medal he got for his wounds in Vietnam.

This was the second time Chapeau had protested to the state on behalf of Coast Guard veterans. After Chapeau retired with the rank of commander from the Coast Guard, he discovered that he couldn't get the special Georgia driver's license that veterans from the other service branches are entitled to receive. Chapeau got some fortuitous help when then-state Rep. Paul Broun of Athens (father of U.S. Rep. Paul Broun) was involved in a traffic accident near Chapeau's Five Points home, and the Coast Guard veteran asked Broun inside.

"I told him, 'How come I got a Purple Heart, and I'm not a veteran in the state of Georgia?'" recalled Chapeau, who spent 15 years as chief of police in Griffin after he retired from his military service. Broun later sponsored legislation to extend veteran status to Coast Guard vets in Georgia.

During his Coast Guard career, Chapeau was involved not only in combat, but in many sea searches and rescues, literally saving lives. He spent years patrolling the seas on the lookout for drug smugglers, and even helped free hostages when mutineers took over a ship – just doing his duty as a Coast Guard officer. "It really makes me mad when people discount us," Chapeau said.

URL:

<http://onlineathens.com/local-news/2012-01-01/local-coast-guard-vet-gets-respect-his-military-branch>

Provided courtesy of Jim Hull, VADM USCG (ret.) and Chair, FCGH, and Norm Paulhus

From p.4

to see to the French and the Spanish and the pirates and whomever else might try to be bothersome; but they were not inclined to constrain their trade within the empire to benefit English merchants and English manufacturers any time they could find a better bargain or a better market elsewhere -- especially amongst the Caribbean islands that were outposts of the other imperial nations' mercantilist systems. I know you may be shocked, shocked and amazed about this today, but yes, Americans were smugglers: dyed-in-the-wool smugglers, from way back. They smuggled around the British Navigation Acts during almost all of the colonial period, and they got really skillful at it. By the time Hamilton inherited them, smuggling was a fully accepted practice; more than that, during the run-up to the Revolution, it had indeed come to be viewed as a patriotic act.

How serious were Americans about their smuggling? How determined were they to not let the British put a stop to it? Consider the *Gaspeé* incident.

In 1772 a certain Lieutenant William Dudington, commanding His Majesty's armed schooner *Gaspeé*, decided that Narragansett Bay in Rhode Island would be a fruitful field for snapping up some smugglers. And it was, at first, as he made himself very active -- and very disliked. But the local smugglers were not furtive, small-time operators; they were, in effect, the whole local merchant class, and nobody had tried to enforce the laws against them in a long time. They had gotten rich off their trade – for example, a number of them were from the Brown family, which used some of the profits to the college of the same name. These

Continued on p.16

Main Prop

From Front Page

Upon his discharge after a nine-year enlistment, Petri opened a pastry shop in New York City. He sold that business, moved to the Buffalo area, and started a pastry factory. That business did well, so he bought a small cookie factory and built that up. Fast-forward several decades: from his first little pastry shop came several cookie stores, factories, and bakeries, in New York State, Switzerland, and Japan. Richard still owns and manages some of the businesses, with partners.

Along the way he bought a sailboat and sailed it to Europe. Richard is now in his mid-80's, but in May he's taking his granddaughter and her cousin to Rome!

But one important thing about Richard: he never lost his love for Coast Guard ship models. Even as his business grew, he had managers do the daily work and began to spend more time making ship models. Then he started commissioning professional model makers to make extraordinarily detailed models from the original construction drawings. The collection grew. He built a wing on his house near Buffalo, New York, to accommodate all the models. He still makes models, and it is difficult to tell the difference between those made by professionals and those made by

Dick Petri. He is as professional as the best model maker, although he is the first to deny that.



This is not just a collection of plastic ship models. These are all created from scratch, with hand-carved hulls, laid-up decking, all hand-made fittings. One small model of the Revenue Cutter Bear is carved from wood from the original Revenue Cutter Bear. The mod-

els cover the full gamut of every kind of cutter ever used, from USRC *Search* circa 1816 to USCGC *Bertholf* in 2011.

The collection contains tugs, river tenders, construction barges, icebreakers, buoy tenders, and lightships. It includes rescue craft from the classic 36' motor lifeboat to the latest rigid inflatables. One of the most remarkable models is the Lightship *Diamond Shoal*. It has a cutaway

side showing the details of the below-deck spaces. You can even count the pieces of coal in the coal bin.



This collection needs to be displayed so the public, today and in the future, can enjoy and appreciate not only the models themselves,

which are works of art, but the individual who had the talent, persistence, resources, and foresight to make them possible.

In 2003, Dick's "hobby" came to the attention of the Foundation for Coast Guard

History. We have been working with him ever since. In early 2010, Dick Petri donated 15 models to FCGH. In late 2011, he donated 39 more. This collection has been professionally appraised at over \$490,000. These 54 models are not the whole collection—yet. There are more, and Dick is still building them.

What to do? There is no National Coast Guard Museum, and none on the horizon. The models need to see the light of day so the public can learn about our heritage. For the past two years we have been working with the Buffalo and Erie County Naval Park and Military Museum, located just a few miles from Dick Petri's home. The first 40 models are being transferred there on long-term loan to create a unique display. The display will open in April or May 2012. However, there is no space at the Erie County Museum for more at this time. Eventually the entire collection will be transferred to the National Coast Guard Museum, wherever and whenever it is finally built.

We, the Foundation for Coast Guard History, the United States Coast Guard, and the American public are extraordinarily fortunate to have this collection preserved and made available for future generations. Thank you, Richard L. Petri.

Fred is Co-Founder and Executive Director Emeritus of FCGH

Semper Paratus/Memoria Semper ("Always Ready"/"Always Remember")

Fast Response Cutter To Be Named After Vietnam Silver Star Winner Robert Yered

From The Milford (MA) Daily News, Sunday, January 29, 2012

By Whitney Clearman, Daily News staff

Coast Guard Will Name Ship after Millis Veteran

MILLIS - A Millis resident will have a Coast Guard rescue cutter named after him in March in honor of his actions in Vietnam. A 154-foot fast-responding cutter will bear the name of the late Robert J. Yered because of his actions at the Army Terminal in Cat Lai, Vietnam, on Feb. 18, 1968, according to the Coast Guard. Yered risked being hit by enemy gunfire as he helped extinguish fires on a burning barge, according to information from the Coast Guard.

Yered, who was 69 when he died in 2009, is one of 12 Coast Guardsmen awarded the Silver Star, and was also awarded the Vietnam Service Medal with four bronze stars and a Purple Heart for his service, according to the Coast Guard.

His father, George J. Yered, a veteran of World War II, said he is proud of his son's bravery. "They needed someone with his knowledge in Vietnam, so that's where they sent him," said George Yered, a Needham resident. His son was an engineman at the time, according to the Coast Guard.

Robert Yered signed up for the Coast Guard at 17, George Yered remembers. He served 21 years and attained the highest rank as a non-commissioned officer before retiring and moving back to Millis with his wife and two children. Robert Yered was

also a longtime member of the Veterans of Foreign Wars Post 2498 in Needham.

Robert Yered's son, Robert Yered, Jr., said his father didn't talk about his service in the Coast Guard often, but he is proud to hear a fast-response cutter will bear the Yered name. "It's a great honor, there's no question about it," he said.

The 58 brand-new *Sentinel*-class fast-response cutters will be named for enlisted heroes over the years, spanning the entire history of the Coast Guard, said Brian Olexy, program analyst for the U.S. Coast Guard. Former Master Chief Petty Officer Charles "Skip" Bowen thought of the idea, he said.

Robert Yered was one of the first 14 people selected for the honor, said Angela Hirsch, co-chief of the Community Relations Division at the U.S. Coast Guard Office of Public Affairs. "If you look at names of existing Coast (Guard) cutters, they range from everything from islands to different names of fish. Now we will honor different famous people," Hirsch said.

A ceremony on March 1 at Bollinger Shipyards in New Orleans is to recognize the new fleet of cutters, she said. For the ones that have names so far, this will be their first official ceremony, Hirsch said. The cutter bearing Robert Yered's name will be delivered to the Coast Guard in the fall, she said. It will be commissioned in late 2012 or early 2013, Hirsch said.

Whitney Clearman can be reached at 508-634-7556 or wclearman@wickedlocal.com.

URL: <http://www.milforddailynews.com/news/x1605024810/Coast-Guard-will-name-ship-after-Millis-veteran>

Provided courtesy of Jim Hull, VADM USCG (ret.) and Chair, FCGH; Dave Masiero; and Norm Paulhus

A Historic Milestone: First Coast Guardsman to Qualify in Submarines for Subsurface Warfare

By Kenneth Norris II, Intelligence Systems Specialist ISS2 (SS) USCG

This is my story of forging a path so that others may follow. I also offer it as a testament to the rewards of perseverance.

I joined the Navy in 1989, became a Cryptologic Technician Collections (CTR), and strongly hoped for orders to a battleship or submarine. I was fortunate enough to get the rate I wanted, but not the assignment. I spent four years in the Navy and qualified in every trade in my rate in hopes of snagging an underway billet, but to no avail. I loved the Navy and my ashore duty station in Puerto Rico, but when transfer season approached, I had requested submarine school in Groton, CT. I was told that I could go to CTR School if I first re-enlisted again. I was quite skeptical about signing up for four more years before receiving orders to the school, with no guarantee that I would. We all know how that works: I would wind up shoveling snow in Adak, Alaska, if it did not work out. I turned down the re-enlistment, was honorably discharged from the Navy, and joined the reserves for two years. I then took four years off, then joined the United States Coast Guard Reserve.

From day one, I knew that the Coast Guard was well on its way to building an Intelligence rate; I just had to be patient. As a Reserve I started as a Telecommunications Specialist Second Class (TC2) at Port Security Unit (PSU) 308 in Gulfport, MS, and quickly was promoted to TC1. In 2003, I deployed to Kuwait with PSU 308 in support of Operation Iraqi Freedom and was there for seven months. Upon our return

from the deployment, I lateralled over to the Operations Specialist (OS) rating and accepted active-duty orders to the Maritime Law Enforcement Academy. While there, I helped in standing up that command in Charleston, SC. Following the two-year extended active duty contract, I integrated into the Regular Coast Guard and accepted orders to the Coast Guard's only (and brand-new) deployable Cryptologic Unit in San Antonio, Texas. This is where my career really took off, and my path with destiny evolved.

I had been in constant contact with the Assignment Officer prior to accepting orders. I was the only qualified Cryptologic Technician in the Coast Guard; I felt very worthy of orders to a command in the Cryptologic field. When I arrived at the Coast Guard Cryptologic Unit in 2006, I helped develop the Tactical Cryptologic group that started with 5 billets and grew to over 47 billets. I eventually became the Department Head for the Tactical Cryptologic Element.

A few weeks after we had established ourselves at the Texas Cryptologic Center in San Antonio, Texas, which is comprised of personnel from the Army, Navy, Marines, Air Force, and Coast Guard, we scheduled a meeting with the United States Navy. The command structure had us working with the Navy Information Operations Command (NIOC) and its Cryptologic Resource Coordinator (CRC). The CRC was responsible for scheduling tactical elements for underway deployments in support of national objectives, fleet operations, and strategic plans. During a meeting with NIOC representatives, they mentioned that they provide cryptologic support to air, surface, and subsurface assets by providing deployable teams to mission-tasked platforms. The word "subsurface" rang in my

ears like the Liberty Bell on the first Independence Day in Philadelphia! After hearing those words, I had this uncontrollable urge to interrupt him and have him repeat himself—and I did just that. He stated that there were three conditions: it was voluntary; there was very limited space; and a strict physical was required. Inside I was laughing and confidently cocky, as I knew all that and was eager to go, right then and there. I felt a great weight lift off my shoulders; for so many years I had regretted not trying harder to get on a submarine. It really did bother me: I had joined the Navy to ride ships and subs, but instead I had only visited them.

A few weeks later, I completed my underway physical and put my name on a deployment schedule. In May of 2007, I deployed with the USS *Albuquerque* (SSN-706) for four months—and had the experience of a lifetime. The crew of the *Albuquerque* was one of the best I have ever been a part of. Morale was always very high onboard, and they accepted a "Coastie" on their boat as one of their own. I was allowed to go through the qualification process and eventually become a qualified Submariner. For personnel assigned to the submarine, you have to have a minimum of six months on the platform, but deployers are eligible for waivers up to 3 months. Signatures did not come easily: highly detailed drawings accompanied by superior knowledge of each system, component, function, and purpose were critical. Although this process was extremely hard, technical, and arduous, the Chief of the Boat processed my waiver and I earned my qualification as a submariner.

My time onboard the *Albuquerque* was not all work: I had to have fun with the Captain and crew as well. For instance, one time I noticed that the Captain was deep in

thought on the conn and asked him if he was busy. Without looking up or breaking thought from his log entry, he said "What is it, Coastie?" I replied, "Sir, I am IS1 Ken Norris, here to conduct a boarding of your vessel to ensure you are in compliance with all applicable federal rules and regulations. I would like to begin by inspecting your PFDs, specifically your throwable Type IV PFD, followed by reviewing your man overboard drills!" He stood up, looked at the Chief of the Watch, and stated in a loud, commanding voice, "Chief of the Watch, commence man overboard drills at current depth—and start with this stow-away!" He looked at me and smiled, but I then jetted out of there as the Chief replied, "Aye-aye Captain, commence man overboard drills." I heard them laughing as I ran down the passageway, also laughing. Like that moment, I cherish every moment I spent onboard, as I am sure the rest of the team did.

As I was nearing the completion of the qualification process, the command of the *Albuquerque* and my parent command began to research how many other Coast Guard personnel had qualified in submarines as a subsurface warfare recipient, if any. The Commanding Officer of the *Albuquerque* advised me that they had no record of a Coast Guardsman ever receiving the honor of earning his "dolphins". Few Coast Guardsmen have ridden submarines, and those mostly for transporting or during an exercise. He stated that there were records of that, but none had identified any previous Coast Guard qualified submariners.

A week after that conversation, I conducted my final walk-through and attended my board—a near-death experience of stress-induced heart failure. The board was hard, very professional, and methodical. I drew,

discussed, and theorized every crack, crevice, and nook of the USS *Albuquerque* down to the details of each system, engine, propulsion, air, firefighting, electrical, steam, and water apparatus. I was sweating, but confident in my knowledge of our proud boat (you can call a sub a boat – only surface platforms are ships).

The average board is around two to three hours long. Many attendees leave with dozens of "look-ups", or questions remaining to answer, before they are given a pass by the board. Some even have signatures pulled and have to go through certain sections of the qualification process again. My board was around two hours, and I left with three look-ups. That was awesome, and no, they did not take it easy on me. After it was over, the board members stated that they had treated me like one of the crew, with no breaks, leniency, or leverage. They dotted the "I's" and crossed the "T's", as stated by the Engineering Officer and Chief of the Boat. The XO met me in the passageway and commented that the Subsurface Warfare pin is one of the hardest qualifications to earn, and that I should be proud. I quickly obtained the answers to my three lookups and handed them in to the Chief of the Boat and board members.

On September 4, 2007, the Captain called for an all-hands on the crew's mess, and the ceremony began. The ceremony was grand and the room packed. They called me front and center and, in excellent Navy tradition, began by reading a touching article from a very old and historical submarine book; the certificate, read aloud by the Captain, was heartfelt. I was anxious and nervous, with my heart pounding. As the Captain finished reading the certificate, he began to pin me. The bell immediately followed with loud rings, and an announcement was piped over the IMC: "The

United States Navy and crew of the USS *Albuquerque* proudly accepts and acknowledges that IS1 Kenneth Norris of the United States Coast Guard has become the service's first and only Subsurface Warfare-qualified Submariner." Then the 1MC resonated with, "On behalf of the crew of the USS *Albuquerque* and our fellow submariner community, welcome and congratulations on a job well done!" That is when it became emotional, even surreal; there was no crying, I was just overwhelmed with pride.

I was thankful for the crew and the Captain's support and assistance. Most importantly, I was proud to have not only my name in the chronicles of select sailors who can call themselves Submariners, but also to have "United States Coast Guard" right there alongside that title. I now have a Navy jacket (record) that reads: "Disposition - 7: Enlisted Subsurface Warfare Qualification - General (SG) Member authorized to wear the Enlisted Subsurface Warfare insignia "Dolphins" on his uniform and attach the subsurface identifier (SS) to his title."

Upon my return, I was sad that the mission was over, my trip was ending, and a chapter in my life was closing. I deployed again a year later as a mission supervisor on the USS *Hawaii* (SSN-776) for four months, but it was not the same. The trip was enjoyable and memorable, but she was not the USS *Albuquerque*. Yet that was no fault of either ship or crew, the *Hawaii* and her crew were equally accepting, and very special in their own right. I simply feel that the emotions and the accomplishments of my previous deployment set the bar of expectations too high. While underway on the *Hawaii*, I did participate in the Shellback (crossing the line of the equator) ceremony,

and it was an experience I cherish. I can confidently say with pride and passion that I would accept any deployment with our submarine fleet. However, now that I am a Chief Warrant Officer in the United States Coast Guard, the likelihood of those opportunities are very low.

My journey to become a qualified submariner started with the Navy but ended with the Coast Guard. For so long I thought I would never have the opportunity to ride submarines, but, as fate would have it, my choices in life led me right to what I really wanted. I firmly believe that, when presented with obstacles, you must forge a path so others may follow.

Provided courtesy of Gary Thomas, CDR USCG (ret.) and Executive Director, FCGH

Change of Command Sets New Distance Record

By Gary Thomas, CDR USCG (ret.)

If you're reading the *Cutter*, then you are likely a fan of the Coast Guard or Coast Guard history. If so, chances are that you've attended a change of command ceremony, or perhaps even had the honor and privilege of participating in a change of command as a newly assigned Commanding Officer (CO).

And you've heard the script: how the change of command ceremony is "a time-honored tradition which formally restates to the officers and enlisted of the command the continuity and authority of command. Parading all hands at quarters and the public reading of official orders stems from those days when the movement of mail and

persons was a slow process,” or words to that effect. But most people don’t really know why the ceremony became a “time-honored tradition.”

Like most traditions, it is rooted in practicality. In the days of sailing ships, there was no record message traffic, no email, no twitter, no Facebook. When an officer was selected for assignment as CO of a cutter, his orders were “cut,” and he was sent to the ship he had been posted to. Hopefully, the cutter would be in her home port and the current CO would know that his relief (there were no women COs at the time) was en route. However, that wasn’t always the case, and sometimes a prospective CO had to arrange for another cutter to take him to his new command. Upon rendezvous with his new command, the prospective CO would be transported by small boat to the cutter. At that point, his arrival might be something of a surprise. So he would present his official orders to the CO he was relieving. Then, in order to “formally restate to the officers and enlisted of the command [that] the continuity and authority of command” had been transferred, the new CO would read his orders aloud to all hands at quarters.

Recently, a retired Coast Guard officer went the extra mile to assume command of his ship. His new command wasn’t in port in the U.S., so he had to hitch a ride to his new command. In this case, CAPT Dan Burbank, USCG (ret.) not only went the extra mile, he went an extra 240 miles – into space! CAPT Burbank officially assumed command of the International Space Station (ISS) on November 20, 2011. He is the 30th ISS commander. Launched from the Baikonur Cosmodrome in Kazakhstan a week earlier, CAPT Burbank was on his third visit to the ISS, having been aboard twice before during STS flights 106 and

115. And while the ceremony wasn’t quite like you may have experienced in the past, it also wasn’t as different as you might expect. All hands mustered (only six crew members, in this case); the outgoing CO made some remarks; and the incoming CO accepted the full authority and responsibility of command, with the words we all expect at a change of command: “I relieve you, Commander.” (The video can be found at <http://spacevids.info/index.php/expedition-29-change-of-command-ceremony/>).

“United States Coast Guard Academy, this is Mission Control.” In yet another first, CAPT Burbank held video conferences with USCG Academy cadets from space, during which he fielded questions about the mission, his career, and the future of manned space activities. And while in command of the ISS, he’ll oversee yet another first: the arrival of the first commercial resupply mission, via “the Dragon,” meant to replace the space shuttle for supply delivery missions to the ISS.

In his video blog and blogs and in interviews, CAPT Burbank often comments on how his Coast Guard career positioned him well for his NASA career. His Coast Guard career is never far from his thoughts, as you can tell from his latest blog, posted after passing over Alaska: “To all the Coasties in Alaska, and across the U.S. and the world, I salute you. Our service is about saving property and lives on the seas. And you do it exquisitely well.”

CDR Thomas is Executive Director of FCGH

ALCGPSC 008/12

Subj: Death of retired flag officer

1. The Commandant announces with regret the death of RADM Albert A. Heckman, USCG (ret.), on Monday morning 16 January 2012, at Arleigh Burke Pavilion, McLean, VA, of natural causes. RADM Heckman was 93.

2. RADM Heckman was born on 29 Aug 1918 in Reading, PA. On 19 Jun 1942, he graduated from the Coast Guard Academy and saw combat assignments in Africa, Europe, North Atlantic convoy duty, and the Western Pacific aboard USS *Samuel Chase*, USCGC *Tampa*, and USCGC *Rockaway*. On 4 Mar 1960, he commanded USCGC *Acushnet* during an epic rescue of USCGC *General Greene* and a Moran tug after they became stranded in a blinding snowstorm and gale off Cape Cod, MA. Ashore he specialized in aids to navigation, particularly LORAN, and electronics engineering. He also served as an advisor to Iran from 1962 to 1964, the Chief Director of Coast Guard Auxiliary, and as Chief, Public Information Division at Coast Guard Headquarters. He graduated from the Naval War College in 1966 and earned a masters degree in international affairs at George Washington University in 1967. He was the first Deputy Chief of Public and International Affairs when the Coast Guard transitioned from the Department of Treasury to the Department of Transportation in 1967. RADM Heckman served from 1970 to 1972 as Inspector General of the Coast Guard and then as Commander, Ninth Coast Guard District at Cleveland, OH. He retired 1 Oct 1974. More biographical information is available on the USCG historian website at <http://www.uscg.mil/history/people/flags/heckmanabio.pdf>.

7. RADM D. R. May, Commander, Personnel Service Center, sends.

8. Internet release authorized.

From p.6

folks did not intend to let some Royal Navy Lieutenant put a stop to their show.

One day the *Gaspeé*, while chasing a smuggler, ran aground. The smuggler who thereby escaped hurried to port and reported this, and the local community put together a raiding party—including the county sheriff—to put an end to the annoyance. When Dudington challenged them at the gunwhale, they shot him in the arm and groin; they later held a marlin-spike over his skull and threatened to drive it into his brain; but in the end they “only” cast him adrift in a rowboat and burned his ship to the waterline.

When the British appointed a Commission of Inquiry to get to the bottom of the affair, suddenly every citizen of Rhode Island had amnesia: no one could remember anything about the incident -- and the Commission accomplished nothing.

Now, we can chuckle about this, and even cheer, because the good guys got the best of the overbearing government officials. But just a few years later it was the Constitutionally-established government of an independent United States, with Americans in office, who were charged with making and enforcing the laws; and they were wondering very seriously whether anybody would be able to be more successful at it than the British had been.

I've heard a statistic that says, if you're going to maintain an open society, no law can be enforced unless 90 to 95% of the population will obey that law without anybody standing over them and making them do it. Now, in a country in which people believe in the legitimacy of the government and the laws, most people

Continued on p.23

USCGC *TAMAROA* (WMEC-166): Past, Present and Future

By James Gay

Introduction

Last Halloween marked the 20th anniversary of "the Perfect Storm" (so called in the book of the same name by Sebastian Junger). Although the Coast Guard made numerous rescues up and down the Atlantic seaboard during that storm, one in particular was featured in the best-selling book and blockbuster movie.

On October 30th, 1991, the USCGC *Tamaroa* (WMEC-166), which hours earlier had helped save the crew of the *S/V Satori*, headed back into the tempest on another search and rescue (SAR) case. After running out of fuel on a separate rescue mission, the crew of an Air National Guard helicopter had no choice but to execute a controlled ditching. In hurricane-force winds and monstrous seas, both cutter and crew took extraordinary risks and saved four out five crewmembers in the early hours of the 31st.

Her cuttermen, such as Mark Gibbons, Rich Perry, and Bill Moeller, either kept working, hit the rack, or went to the messdeck for chow. Although the circumstances of every rescue are different, their predecessors had gone through much the same experience before. This crew, however, was at the end of a link of Coasties who had served their country aboard this ship since 1946.

Decommissioned in 1994, *Tamaroa* was towed to the *Intrepid* Sea, Air & Space Museum in New York City, where she fell into disrepair. Although her former crewmen fought to prevent their cutter from being sold by the government, she was bought on the auction block in 2000. However, she is still afloat and is currently being turned into a museum in Virginia. Her proud and noble history, along with that of her former cuttermen, will be preserved.

Navy Service

With an eye toward a long-distance war with

Japan, naval architects designed and built a new class of fleet tugs for the salvaging of ships and landing craft. In 1943 the future *Tamaroa* was born as the *USS Zuni*. She earned four battle stars, including at Iwo Jima. She tugged and towed her way into the hearts of her sailors, who affectionately called her the 'Mighty Z'—a nickname that would pass from one generation of her sailors to the next.

Early Coast Guard Service

In 1946 the ship was transferred to the Coast Guard and re-named the *Tamaroa* (WAT-166). Based at the St. George Coast Guard base on Staten Island, she was used for law enforcement and SAR.

Deane Willey, 83, of Texarkana, AR, will never forget the rescue of the *SS James Monroe*. The former liberty ship lost her rudder and propeller in a hurricane on New Year's Eve 1947. Deane clearly remembers the night. "We were relaxing at a Staten Island tavern when around 10 p.m. the juke box operator announced, 'Emergency, emergency! All members of the Coast Guard Cutter *Tamaroa* report to your ship immediately'."



When in 1956 the passenger liners *Andrea Doria* and *Stockholm* collided off Nantucket, the *Tam* was sent immediately to help in the rescue effort. She, along with another cutter, escorted the *Stockholm* back to New York City.

Continued from p.22

America's overseas war memorials are highly visible symbols of our historic and continuing engagement overseas. American War Memorials Overseas is proud to assist in preserving America's overseas wartime heritage.

Ms Fluke is the founder of American War Memorials Overseas
www.uswarmemorials.org

New Book Available

By Mike Walling

My new book, *Forgotten Sacrifice: The Arctic Convoys of World War II*, will be released by Osprey Publishing on August 21, but you may reserve a copy now through amazon.com; Powell Books; Barnes & Noble; Random House on line; or your favorite local book store.

Here's a brief description of the book:

"The words 'Murmansk Run' conjure visions of ice-laden ships and thoughts of freezing to death in seconds. Formally this was the Arctic Convoy run, where battles were fought primarily between three countries: Britain, the Soviet Union, and Germany.

For five years, thousands of men and women from those countries and their allies fought ferociously in the coldest corner of hell on earth. Some fought for survival, some to help others survive, while many fought to crush the others. It was war without mercy. If man-made death didn't get you, the Arctic's weapons of ice and cold would. These natural weapons killed regardless of whose side you were on or how just was your cause. No one escaped unscathed.

For the first time, this essence is captured and served to the reader in a book seemingly made from crystalline Arctic Sea ice, yet actually composed of survivors' memories and, sometimes, memories left behind by those who didn't survive."

Thanks for your continued support.

Mr. Walling is also the author of Bloodstained Sea and In the Event of A Water Landing, amongst other works

The Coast Guard Connection

By John J. Hecker

Hello Shipmates! Welcome to *Coast Guard Connection*, a bi-weekly e-publication. In alignment with the Commandant's direction to "Respect our Shipmates," this e-publication has been created to ensure that all members of the Coast Guard family—active, reserve, civilian, retirees, and auxiliary—are kept informed and connected. We hope you will enjoy reading about current CG topics and access the links to news articles, social media postings, testimony, and special events.

CG Connection will be e-published twice a month, sharing headlines and connecting you to timely topics that your former colleagues and the CG leadership address daily. Your feedback and ideas are appreciated as *CG Connection* goes forward.

Courtesy of Jim Hull, VADM USCG (ret.), Chair of FCGH

Nautical Puns – Ad Nauseam

(Imagine two old salts going at each other with puns, neither willing to stop....A few of these edge close to bad taste, but I hope you will forgive me for including them.)

What did the ocean say to the other ocean?

Sea you later?

Nothing, it just waved.

Ha ha.

Did you sea what I did there?

Yeah, even though I missed it I took it in tide.

I'm shore you did.

This is getting out of sand.

Don't be a beach, this is going great.

Stop giving sea shell.

That one seems a little fishy.

Yeah, it took a dive.

Water you thinking?

I have a lot on my brine.

Whale done, sir, whale done.

Me?! You are current-ly the best at puns.

I'm glad we're done, I was about to drown in all the puns.

Who said we were done? That won't float.

Well, Ship, wreck'in I'll have to think of some more, then.

We will sea; weed have to get creative.

Continued on p.23

Continued from p. 17

Whether it was saving their lives or their boats, the *Tam* and her crew were well known and respected by commercial fishermen. Mack Serres, a BM3, who served aboard her from 1958 to 1960, recalled when they had to change the *Tam's* towing policies. "Towing commercial fishing boats was what we did most of the time. The problem was that we would usually tow them to their homeport. So those crafty guys learned that they could save money on fuel by having us tow them home after they ran out of fuel. We put an end to that by towing them to the nearest port. I could never figure out why, but no one ever ran out of fuel after that."

In 1963, while undergoing repairs in a drydock, a disgruntled crewmember opened valves that allowed water to pour into the once-dry basin. In the middle of the night and with the Captain asleep, the sailors discovered water pouring into the *Tam*. After her crew abandoned ship, she capsized—and would forever be known as the Coast Guard's only submarine.

After being repaired—to the tune of over three million (1963) dollars—*Tamaroa* went back to work. She continued assisting both pleasure and commercial mariners. In 1966, after 20 years stationed at Staten Island, the tug found a new home when the Coast Guard moved her over to nearby Governor's Island.

Fisheries Duty

In the early 1970's *Tamaroa* was unfavorably known as a 'prison ship,' and there was talk about decommissioning her.

But with foreign fishing fleets operating not far from shore, her crew was tasked with protecting the livelihoods of American fishermen. After 1976, as the result of a new 200-mile limit law, *Tamaroa's* crew found themselves inspecting both U.S. and foreign fishing vessels.

Even though the latter gradually dwindled, crewmen of the era remembered the interactions well. Sal Baragiola, one of *Tam's* cooks/commissarymen, recalled, "These were foreign fishing fleets; many of the boats were from east bloc countries. They had overfished their own

territorial seas and were fishing our waters. There were fisheries service agents on board to inspect the foreign fishing fleets to make sure they were in compliance with fisheries regulations. But sometimes they would drag their nets through local lobstermen's pots, destroying them."

Nonetheless, relations were often good. "We used to bring the [foreign] crews American cigarettes and *Playboy* magazines. They went crazy over both," Baragiola remarked. QM Doug Garbini described his interaction with a Russian crew in the mid-to-late '70s. "I remember the look of pleasure on a crewman's face when I handed him my Coke and a pen with the words 'Property of the U.S. Government' on it."

Many Missions

Although the 'War on Drugs' had not been declared, it had been going on for years and would only intensify in the next decade. There was the real possibility that any fisheries inspection could result in a drug bust.

In the middle of the summer of 1980, during the Mariel Boatlift from Cuba, the *Tam* was sent to warmer waters to assist with SAR efforts. Back in the North Atlantic in the early fall, she chased the *M/V Roon Diep* after the vessel refused to stop for a boarding and inspection. After *Tamaroa* delivered a warning shot, the drug runner stopped—and was seized,



after 20 tons of marijuana was discovered on board.

Most ships are sold for scrap after 20 or 25

years, but this old, beat-up tug just kept chugging and chugging throughout the 1980's, into her fifth decade of service. With more patrols spent in the Caribbean on migrant interdiction and the constant battle against drug smugglers, her crew continued the proud legacy of those who had served before them. Thanks to these sailors, lives were saved and harmful drugs intercepted before they could reach the street for distribution.

Both ship and crew were put to the extreme test during her well-documented rescues during the Perfect Storm of 1991. Although the big screen movie depicted the *Tam* as a 210', the public was at least reminded that the men and women of the U.S. Coast Guard are 'Always Ready' to save lives.

Tamaroa Today

For over a decade, her current owner and a non-profit organization, the Zuni Maritime Foundation, have been working side by side to restore the ship with the goal of turning her into a floating museum that would preserve her historic past. Currently, they are working with government officials in Norfolk and Alexandria, Virginia, with the goal of finding her a permanent waterfront home.

The Zuni Maritime Foundation welcomes donations, new members, and volunteers. For more information on how you can help, please visit its website at zunitamaroa.org

Jim Gay serves in the Coast Guard Auxiliary, Flotilla 1NR-12-3. He is a member of the Zuni Maritime Foundation, and has been interviewing former sailors of the Tamaroa in hopes of one day publishing a book on the history of the ship and her crew.

U.S. War Memorials

By Lillian Pfluke

American war memorials and burials in foreign countries tell fascinating stories. The spot

where Sergeant Alvin C. York earned his Medal of Honor during WWI is marked by a monument deep in the woods in eastern France, as is the crossroads where then-Lieutenant Audie Murphy earned his during WWII. The famous Bridge over the River Quai in Thailand is marked by an American war memorial, as are the bomb pits on the island of Tinian where the *Enola Gay* loaded the atomic bomb dropped on Hiroshima.

But while the location of monuments commemorating Army battles or Air Force forward airstrips is fairly predictable, monuments honoring sailors on their far-flung voyages can truly surprise. How many Americans know that Navy Lieutenant Richard Somers and members of his crew are buried in Tripoli, Libya, where they were killed on September 4, 1804, in the explosion of the USS *Intrepid*? Or that three American Civil War sailors lie in a cemetery in Cherbourg, France, the result of a naval battle between the USS *Kearsarge* and the CSS *Alabama* on June 19, 1864? Or that 271 American merchant seaman are buried on the grounds of the Dartmoor Prison in Dartmoor, England, having died as prisoners of war during the war of 1812? A monument in their burial area honors their service.

There are thousands of sites on foreign soil worldwide honoring American service-members' wartime service. In some cases, these overseas memorials were built by the troops themselves with materials at hand while they were still in the area of operations. Sometimes the units took up payday collections to construct something more permanent or architecturally interesting. Often towns erected memorials in grateful appreciation of their liberators. Occasionally heartbroken family members wanted to remember their loved ones. More recently, veterans groups have raised money to erect memorials honoring their fallen comrades from years ago.

Memorials

In the vast majority of cases, the U.S. government has neither the resources nor the mission to care for these sites. The American Battle Monuments Commission maintains in splendid condition 24 overseas military cemeteries and 25 U.S.-constructed federal memorials. But the thousands of other sites honoring Americans are considered "private" memorials, and thus are maintained entirely with private funding. While some monuments are beautifully maintained by U.S. associations or local towns, maintenance of many sites is haphazard and problematic.

After each of the World Wars, the next of kin of deceased soldiers were asked to choose what to do with the remains of their loved ones. They could repatriate the remains to the United States for private burial. They could leave the remains in a U.S. Army cemetery overseas. Several hundred families chose a third option: burying their loved ones where they fell. Finally, hundreds of other families, often recent immigrants to America, chose to repatriate the remains not to the United States, but to their homelands elsewhere in Europe. Thus, while today we have just under 125,000 American war dead buried in overseas American military cemeteries maintained by the American Battle Monuments Commission, we also have hundreds of other sites worldwide in which U.S. combat warriors lie in isolated graves. While Coast Guard World War II Medal of Honor recipient Douglas Munro is buried at home in Washington state, the remains of WWI Medal of Honor recipient Army Sergeant James I. Mestrovitch rest in a churchyard in a small town in Montenegro, where he was born.

When families chose to leave their loved ones in isolated burial sites, they accepted all responsibility for gravesite maintenance. By law,

they specifically absolved the U.S. government—and hence the American Battle Monuments Commission—of any maintenance obligation. While a few families remain very connected to these sites, in most cases the memory and the connection have been lost over the years. Indeed, in the cases of the very early scattered gravesites mentioned above, it is doubtful that the families ever knew the exact fate of their loved one.

While working for the American Battle Monuments Commission in Paris, I discovered thousands of memorials honoring Americans, sites that the U.S. government does not maintain.

Because no organization recorded the existence of these sites, most Americans know nothing about them and, in many cases, the sites are poorly maintained. In other countries that have significant numbers of war memorials, non-profit foundations exist to care for private war memorials. I decided to create such an organization for America's overseas war memorials.

American War Memorials Overseas (AWMO) is a nonprofit corporation that documents, promotes, and preserves non-government-supported war memorials honoring Americans outside of the United States to ensure that these monuments remain part of local communities forever. AWMO's mission includes:

- Recording the existence and location of non-government-supported war memorials honoring Americans overseas and making this information available to the public

- Encouraging cultural tourism to visit these historical sites.

- Encouraging and facilitating local communities to fly the American flag over private war memorials honoring

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

Memorials

Americans.

Monitoring the condition of these war memorials and encouraging their conservation.

Advising those involved in war memorial projects and facilitating maintenance projects for sponsoring organizations.

Working with communities and organizations to encourage local responsibility for war memorials and recognizing the need to conduct restoration work on these monuments as required.

Building a greater understanding of war memorial heritage and raising awareness of the issues surrounding war memorial conservation.

The American War Memorials Overseas web site, uswarmemorials.org, maintains a searchable database to which memorials are continually added. Visitors can search for sites by location, unit, person or war. They can find pictures of the site, transcriptions of the exact text on the monument, and even a link to a mapping service to precisely locate the site. There are resources to use in monument maintenance or in planning war memorial ceremonies. American War Memorials Overseas publishes an electronic quarterly newsletter that spotlights different memorials around the world.

AWMO relies on regional volunteers to monitor and report on the condition of war memorials as well as to work with others in their area to preserve war memorial sites. Regional volunteers generally live or travel extensively in an area overseas where U.S. forces fought. Valuable information about the existence of war memorials comes from a wide variety of sources, including traveling Americans, local researchers, historical publications, and veterans' organizations. AWMO gathers information from multiple sources so as to include the maximum amount of information about each site online.

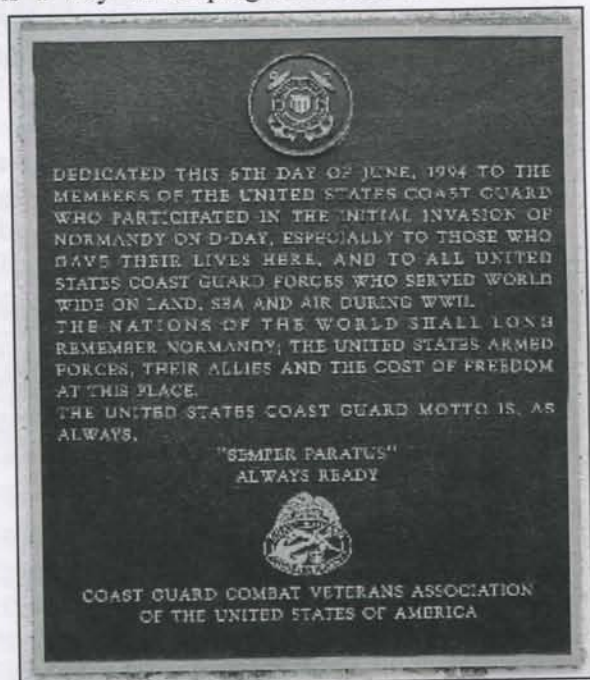
There are currently only two monuments in our database honoring Coast Guard service, and both are on Utah Beach in Normandy. We have not yet begun to document

Guadalcanal, Guam, and other sites of important Coast Guard contributions, so hope to discover more when we do.



Five Navy sailors have lain in this small cemetery in Tripoli, Libya, since 1804, when they were killed in the explosion of the USS Intrepid on September 4, 1804

A war memorial is certainly a remembrance of the past, but it is also a beacon for the future. It is a reminder for all of us to constantly nourish our ties to other countries and other peoples. It is a way of keeping memories alive—not to



This plaque honoring the U.S. Coast Guard hangs on a bun-

dwell on sadness and death, but to think about heroism, sacrifice and freedom.

Continued on p.18

From p.18

I shrimply can't think of any others.
Oh buoy, neither can I.
I'll need an act of Cod to think of some more.
Me tu, na mean?
Clam we take a break from this?
Don't get crabby.
I just don't see the porpoise in it any more.
Come on, chum, I think it is a bunch of rafts.
I just don't eel like it any more.
You need a sense of humor, first mate.
Well, I'm stumped; if you can think of some more,
let minnow.
I am surprised we got so many; you have a shark
wit.
I'm not trying to be koi; I really am tired of doing
this.
I bet naut; I cal b.s.
It was going swimmingly, now it's annoying.
I would gill to think of more.
This is becoming a pain in the bass.
Well, I ain't fin-ished! This is reel fun.
You're being shellfish, we should stop this.
[---] my dinghy.
I can't bait for this to be over.
Stop giving me g-reef.
It's starting to give me a haddock.
It is knot.
We need kelp.
Getting help would be a tough sail.
I don't pike this any more.
All you do is whine orca-ll names.
I quit, algae you later.
You are nothing but a squid-er.
Darn it! I've been trying to think of a way to use
"squid" for the two hours we've been doing this. A-
byss-ed I missed that one.
Well, ex-scuba me for getting it first.
I don't want to do this carp any more.
I am floundering to come up with any more; oar did
we already use that one?
I'm sardine to have trouble remembering what
words we've used.
You're just baiting me now...
I have a feeling I will bream about this tonight.
I have seen the light; house about you?
Not to be a party grouper, but I'm stopping - bat-
tery's going dead. You can make the last pun - so
make it count!

THE bENDs

*Courtesy of CollegeHumor.com, forwarded by Kim
Ayer*

From p.16

will obey, and the police merely need to crack
down on the remaining few, and their actions
will be respected.

But, jumping ahead, the Coast Guard during
the Prohibition Era of the 1920s and 30s found
out how hard it is to enforce a law in an open
society when a large percentage of the popula-
tion does not accept the legitimacy of a par-
ticular law, and will not respect those who try
to enforce it.

And certainly in 1772 the citizens of Rhode
Island had not accepted the legitimacy of Brit-
ain's mercantilist system and the laws against
free trade, and certainly did not show respect
to Lieutenant Dudington in his efforts to exer-
cise the police power.

So maritime smuggling was part of a larger
context of whether the degree of disrespect for
the law that had permeated some sectors of
American colonial life could be converted into
a general American acceptance of legal and
financial restrictions on their trading practices.
When George Washington declared in his first
annual message to Congress in 1790 that he
worried whether the American people would
"learn to distinguish between oppression and
the necessary exercise of lawful authority...to
discriminate the spirit of Liberty from that of
licentiousness," this is what he meant. And
those who were charged with the specific task
at hand were also aware of the challenge they
faced: Joseph Whipple, the Collector at Ports-
mouth, NH, wrote to Hamilton in 1791 con-
cerning how hard it would be "to reconcile a
people accustomed almost to no laws but their
will, to strict observance of Revenue
Laws...."

This was the challenge that Hamilton, the Col-
lectors of Customs, and the Revenue Cutter
Service faced at the dawn of the Constitutional
period.

*CAPT Ayer is Editor of the Cutter. This is an
excerpt from a talk on Hamilton delivered at
St. Cloud State University in Minnesota.*