

# The Cutter

The Newsletter of the Foundation for Coast Guard History

28 Osprey Dr.

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## **Bill of Lading**

### **The Wardroom**

- From the Chairman ..... p. 1
- From the Executive Director ..... p. 2
- Coast Guard History Conference ..... p. 4

### **Message Board**

- FCGH Annual Awards ..... p. 6
- 92nd Anniversary CG Chief Petty Officers p. 7
- CG Stands Tall to Serve the U.S. .... p. 8

### **Memorials**

- Commemoration of Captain Fredrick Lee ... p. 10
- Historical Interpreting at Mariner's Museum p. 10
- New Exhibit Traces CG Vessels ..... p. 13
- Coast Guard Enlisted Memorial ..... p. 14

### **Main Prop**

- Bernard C. Webber* Enters Operational Service  
p. 16
- CGC *Sherman*, Gatun Drug Bust ..... p. 17
- Philippines Warn China in Naval Crisis .... p. 19

### **Speakings**

- USS *Mohawk* to Become Reef ..... p. 22

### **Off Duty**

- CG Captain's Latest Book Women In The Military  
p. 23

### **From the Chairman**

By Jim Hull, VADM USCG (ret.)

Summer is a time to experience enjoyable activities, and I hope that maritime history excursions and investigations are a part of your leisure pursuits. During the visit of the Coast Guard Cutter *Eagle* to Baltimore this summer, the War of 1812 was a focus, and the Coast Guard Historian's Office provided valuable material and support for this outreach effort. Make sure you take advantage of the timely coverage to read about how the Coast Guard was an important participant in that war. I have to admit I am partial to this subject: while I was the commanding officer of the Coast Guard Cutter *Red Birch*, we set a new navigation aid with red, white, and blue markings just to the west of the Francis Scott Key Bridge, which marked the spot where the Star Spangled Banner was written. I thought we were the first to mark this spot; but, to my surprise, I found out another buoy tender had set out a marker several years earlier to mark the same spot. Thus, research does "set the record straight"!

On another matter, I am not able to report the final outcome of the history meeting at the Coast Guard Academy that I chaired earlier this year. Change takes time, and the state of things requires a thorough review. Our suggestions and recommendations are being evaluated as we speak, and I will report the results as soon as the Commandant, ADM Bob Papp, makes his final decisions. Coast Guard history is important to the Commandant, and it's being taken seriously with an eye toward making a difference and bringing about changes where the outcome will be both noticeable and affordable.

Thank you all for your support of our organization. Suggestions are always welcome.

The Foundation for Coast Guard History



www.fcgh.org

**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 Executive Director**

By Gary M. Thomas, CDR USCG (ret.)

As I write my column, USS/USCG *Glacier* (WAGB-4) and USS/USCG *Mohawk* (WPG-78) are once again underway. They had long and distinguished careers, with much history made by their crews. Unfortunately, when their last voyages end, they will not be welcoming visitors upon their decks again. *Storis* is en route to the shipbreakers outside Brownsville, TX, and MOHAWK is en route the coordinates the state of Florida has chosen for her next life as an artificial reef. There she will join a list of USCG cutters serving in that capacity. I have to tell you, when ships you served in—in my case, DUANE—are artificial reefs, it generates a lot of emotion.

But both these cases highlight a significant issue that their owners had to deal with and which all of us involved in preserving history must face: saving a ship is an incredibly expensive proposition. The decision made in these two cases—to give the ships up—was not made for lack of effort, dedication, or plain sweat; it was simply a matter of financial reality.

Even the FCGH had to address the issue this year. For most of our existence, we have funded a summer intern for the C.G. Historian's office. The program was initiated as a bridging strategy for the USCG to work toward improved staffing of the office. But that hadn't happened, and—after lengthy discussion amongst the Regents—we decided to not fund the intern this year. We had to consider how best to disburse our limited resources so as to preserve the most we can. Even that discussion is a loaded one: does "the most we can" mean the *largest number* of things preserved, the *most important* one or two things, or a mix? No easy answer presents itself; but know that the Regents take the discussion and the decision very seriously.

It is just such a realization—that of limited resources—that drove the Coast Guard Historian's office to host a meeting of official Coast

Guard historians, history and museum professionals, Coast Guard authors, Coast Guard-related museum curators, U.S. Navy historians, and a whole host of the FCGH's peer organizations. Our goal: to decide how—with limited resources—can those who share the FCGH goal of “promot[ing] the recognition and prestige of the United States Coast Guard by emphasizing its illustrious past and contributions to the nation” do so best? See my report on the following pages; plus, VADM Hull has written about this subject in more detail and will do so again. But a common thread among the answers was, “It takes resources to do what needs to be done.”

A lot of great ideas were put forward for the Commandant to consider when he meets with VADM Hull to discuss the report, but one item fell to me to help kick off. All in attendance agreed that “we” can do a better job of coordinating our efforts. As a result, we’ve taken the first tentative steps at establishing a “Coast Guard History Alliance.” It won’t replace any individual organization, nor will it become just an administrative bureaucracy that interferes with anyone’s efforts; it’s intended to be a sort of clearinghouse for maximizing all our efforts. I’ve already had some fine input on how best to establish it, but if you have any ideas please feel free to contact me.

On a bit more uplifting note, USCGC EAGLE continues to sail into ports and help tell the story of the role of the USCG (in the form of the relatively young Revenue Cutter Service) in supporting our nation during the War of 1812. A lot of “firsts” occurred for our country, including that this was the first declared war that the Coast Guard would find itself in, having been the nation’s only maritime force at the start of the undeclared Quasi-War with France a few years earlier. It saw our first prisoners of war taken; and, unfortunately, it saw the first prisoners to die in captivity. As a result of the research into the prisoners of war from the War of 1812, the FCGH has joined others to begin discussion of how best to document and memorialize their struggle and sacrifice. Some ideas considered include a memorial at Training Center Cape May.

The War of 1812 also saw the Coast Guard sail alongside the U.S. Navy in time of war. That national defense mission continues today, as it has for two hundred years, with Coast Guard units serving alongside their Department of Defense counterparts in the Middle East, Southwest Asia, and the Pacific, along with individual Coast Guard men and women serving around the world.

And one last bit of news about preserving history—one that is sort of a reverse of what I led with. Dr. Bill Thiesen, whose name you’ve seen in articles published in these pages, has been working with NOAA, the Woods Hole Institute, and others to locate the wrecks of Coast Guard cutters. Some of these wrecks offer the potential of being time capsules, if they can be found and preserved. We’ll have more on this in upcoming issues.

Make your reports to the bridge. We’ve made some course corrections, but (generally) we’re on P.I.M., and I’ll report as such.

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#### **Corrections to the February 2012 issue:**

*Regarding the Winter edition of February 2012, Cutter #35: On p. 6: The author was given as “CDR Brown;” the actual author was Dave Rosen.*

*The “current picture” was labeled “CDR Brown and Gary Silberstein;” it should have read Gary Silberstein (left) and Steve Krolik*

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## Report-Out on the Coast Guard History Conference

By Gary M. Thomas, CDR USCG (ret.)

In May 2012, the Coast Guard Historian's office hosted a meeting to help plan the way ahead for the Service's history program. Jim Hull, VADM USCG (ret.), presided and represented the Historian's Office. I represented the FCGH.

This was the first meeting of its type. Attendees included representatives from the Naval History and Heritage Command, writers, and enthusiasts—even pilots. Everyone invited had input at some point during the event. Overall, I think we accomplished a great deal, capturing the characteristics of what we believe the program should be.

The following list of ten action items represents what we believe can be accomplished within the next few years. We operated under an assumption that the Historian's office would be relatively resource-constrained with regard to appropriated funds, and that "we" would need to seek alternative funding sources (i.e., grants and donations) to make some of these things reality. (Currently, the Coast Guard Historian's office annual budget is \$29,000; there are nine people engaged in all aspects of the program.)

1. Create a "History Alliance" (1 year time frame)
2. Create a "Commandant's History Board of Advisors" (2 years)
3. Determine the program's best location within the Coast Guard—"Organizational Location" (2 years)
4. Institute a "Grants Program" (5 years)
5. Develop and implement a comprehensive and inclusive "Collections Management Program" (5 years)

I believe that the first two items will bring needed visibility to the current state of the program and provide the needed representation to address nonappropriated funds. The Commandant's History Board of Advisors would be modeled on the USN Board.

To give you a feel for what comes next, here's a draft of the e-mail VADM Hull will be sending out:

First of all, I would like to thank each of you for giving of your time to attend this meeting. You were chosen because of your proven dedication to preserving C.G. history, your experience and background, but, most importantly, your demonstrated willingness to work toward the goals of this meeting.

This was the first meeting of this type that the C.G. has held. Consequently, we had some very tactical, in-the-details types of goals for the meeting and follow-on, but we were also able to help the Historian's Office define strategic goals and the outline of a desired history program.

Scott Price [of the Historian's office – Ed.] has submitted a draft report-out of your effort—a more formalized recounting of our discussions, our "butcher paper" notes,

and our prioritization of action items. Once that has been reviewed, we'll share it with you. From there, I will schedule a meeting with the Commandant to out-brief our efforts and our recommendations.

In the short term, Gary Thomas will be reaching out to each of you to start crafting the outlines of how to proceed with the creation of the History Alliance. You should see more details from him in the next week or so. His goal will be to work with each of you to:

1. better coordinate our activities with each other and the Historian's Office
2. reduce duplication of efforts and increase outreach and familiarity with what the Historian's Office is trying to accomplish

And finally, remember that in order to accomplish what we did—and stay within budget—we limited the number of attendees to a manageable size. If we didn't include someone you thought should have been invited, please let them know that we weren't being exclusive or discriminatory. We simply had to bound attendance or the meeting might have been too big to be useful as a first step in what will be an ongoing process. Just make sure you include them in the out-briefs and encourage them to contact Gary about inclusion in the History Alliance.

We have much work still to do, but I believe what we did was to establish a strong basis from which to work. Each of you has a well-deserved reputation as a professional and expert in this area. I look forward to continuing to work with each of you and sharing a professional dialogue about a topic that is dear to all of us and important to the Coast Guard and the nation.

So, that's the *Readers Digest* version of a lengthy report-out. I'll be working with the Historian's Office to craft it into a more formal report-out (vice a laundry list of things discussed), and that will be presented to the Commandant.

*CDR Thomas is the Executive Director of the Foundation for Coast Guard History*

### *Baggywrinkle*

#### **Iron v. Wood – 1844: the Wave of the Future**

From the 1844 annual report of the Revenue Marine Bureau: "The first iron steamer built in England, the *Aaron Manby*, was launched in 1821, and, according to most authentic accounts, from that time to 1830, although she had been aground repeatedly, with cargoes on board, the hull had required no repairs....It is impossible to assign any time for the duration of iron vessels employed in salt water, as there has not been a sufficient length of time to determine the question; but we have the [facts] before us, that, in the same period wherein a timber vessel would have required an outlay in repairs equal to her original cost, the hull of the iron vessel has required no repairs....Facts show that many iron vessels have been stranded in positions where a timber-built vessel must have been totally lost, and, after being got off, they were found to have only received indentations where the weight rested."

#### **The Deepwater of 1844? The First Iron Steam Cutters: Ericsson Propellers and Hunter Wheels**

In 1844 the first two iron steamers were

*Continued on p. 6*

*From p. 5 Baggywrinkle*

placed in commission in the Revenue Marine Service. They were the *Spencer* and the *Legare*. In 1842, six steamers had been contracted for, four to be built on a horizontal submerged wheel plan initiated by a young lieutenant named Hunter in the Navy and two with Ericsson's propeller.

Hunter's scheme had been rejected by the Navy but he had claimed and obtained from the Revenue Marine Service a royalty of \$4,000 on each vessel. The four built on the submerged wheel plan were, according to a letter written later by one of the older captains in the service who was lieutenant in 1842, "deplorable and total failures." (These were the *Spencer*, *Bibb*, *Dallas*, and *McLane*.) The propeller type (the *Jefferson* and *Legare*) were a "partial success." The *Legare* was of the propeller type, while the *Spencer* had the submerged horizontal wheels.

The chief engineer of the *Spencer* stated that "the machinery on board the *Spencer*, or part of it, is not in such situation as to render it fit for service." After a series of trial trips over a number of months, the Hunter device on the *Spencer* "could not be made to work with the slightest prospect of success." The submerged wheels were removed and two propellers, invented by Captain Loper, substituted.

*Continued on p.9*

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### Foundation for Coast Guard History Annual Awards Conferred

1....

2. The unit history award goes to the Coast Guard units, one large and one small, that

best further public awareness of current activities and honor the proud and rich heritage of the U.S. Coast Guard.

a. The large unit award this year was won by USCG Air Station Clearwater [FL]. The volunteers at Air Station Clearwater restored HU-16E "goat" CGNR 1023 after rescuing it from the now-closed Pate Aviation Museum in Fort Worth, Texas. The restoration coincided with the 60th anniversary of the Grumman HU-16 Albatross' Coast Guard fleet introduction and the 35th anniversary of the unit's move from St. Petersburg to Clearwater, not to mention the centennial of naval aviation. The 1023 now stands as a reminder of the fate of the crew of the 1240, lost in the fog on a rescue attempt on 6 March 1967.

b. The small unit award this year was won by Station Hatteras Inlet [NC]. Station Hatteras Inlet has helped reinstitute an American pastime, the beach cart drill, as conducted by the crews of the United States Life-Saving Service in the years preceding the creation of the Coast Guard. The all-volunteer crew works in conjunction with the Chicamacomico Lifesaving Museum to present the line-firing drill twice per week, using only tools available to 19<sup>th</sup>-century lifesaving crews. The unit also works in conjunction with the North Carolina Center for the Advancement of Teachers in presenting an annual one-week "Guardians of the Sea" seminar for visiting teachers from throughout the state, and participates in the Chicamacomico Lifesaving Museum's annual Heroes Day celebration, among other ongoing projects dedicated to the heritage of the service both locally and nationally.

3. Book awards.

a. The winner of the best book in the category of Coast Guard Heritage was C. Douglas Kroll's book "A Coast Guardsman's History of the U.S. Coast Guard." The award committee found his book to be a "unique exploration of era-specific heroes, well-researched as usual, and an easy read" and further determined his book to be an "unprecedented contribution to the field of Coast Guard history."

b. The winner of the best book in the category of lighthouses was Steve Murray's "Guardians of the Hereford Inlet." The award committee described his book as "a prime example of how an American lighthouse history book should be written, detailing both sides of the maritime disaster prevention and search and rescue response story."

4. The Foundation for Coast Guard History also recognizes individuals who have made important contributions in preserving and presenting the story of the Coast Guard's rich and varied heritage. The recipient of this year's Heritage Award for Achievement is Robert M. Green, USCG Auxiliary. Mr. Green, the Graphics Branch Chief of the USCG Auxiliary national staff, took it upon himself to create a Coast Guard heraldry manual. His work is comprehensive, professionally written, and the first attempt at the establishment of Coast Guard-wide standards of heraldry guidelines to be adhered to in all situations, including use by the media.

*Provided courtesy of Gary Thomas, CDR USCG (ret.), Executive Director, FCGH*  
[www.fcgh.org](http://www.fcgh.org)

<http://www.facebook.com/pages/foundation-for-coast-guard-history/117933003718>

## 92nd Anniversary of Coast Guard Chief Petty Officers

ALCOAST 250/12 & COMDTNOTE 1000

1. Today marks 92 years since the Chief Petty Officer designation was introduced into the Coast Guard. On May 18, 1920, the 66th Congress authorized our Service to designate senior enlisted members with the appropriate technical knowledge, interpersonal skills, organizational ability, and leadership qualities as Chief Petty Officers. This higher enlisted authority was established only five years after the Revenue Cutter Service and Lifesaving Service merged together to form the Coast Guard, helping our growing Service meet the demands it faced.
2. As you know, we are navigating in uncertain and stormy seas, so the role of a Chief Petty Officer could not be more critical to Service success than it is today. Chiefs lead from the deck-plate level and exercise the leadership and initiative that allows us to safely and effectively meet our missions. Chiefs ensure that the crews are properly trained and they are instrumental in carrying out orders and directions. Chiefs also ensure that their crews are properly equipped in order to take on threats. Additionally, Chiefs serve a critical role in mentoring and teaching junior officers and petty officers, inspiring and instilling Core Values in junior people to place them on course to success. By taking a keen interest in their Shipmates' well-being and

professional development, Chiefs have the widest influence on the future of our Service.

3. Chief Petty Officers are a valued symbol of authority, stability, and security that is essential to the function of our Service. Chiefs assert themselves and lead from the front, they take care of their people, and they set a positive tone for others to follow. That is the heritage and tradition of the Chief Petty Officer legacy that we are so proud to be a part of. Semper Paratus and Bravo Zulu.
4. ADM Bob Papp, Commandant, and MCPOCG Michael P. Leavitt, Master Chief Petty Officer of the Coast Guard, send.

*Courtesy of Jim Hull, VADM USCG (ret.), FCGH Chair, and Vince Patton, MCPOCG (ret.)*

### **Coast Guard Stands Tall to Serve the United States**

By Admiral Bob Papp

Thehill.com, 05/22/12

As one of the five Armed Services, the Coast Guard has proudly stood the watch for more than 221 years, even during the early years of our nation when there was no Navy to defend the seas. Few know that the Coast Guard is the only service awarded the battle streamer for Maritime Protection of the New Republic, a distinction we earned protecting our new nation from 1790 to 1797 after the Continental Navy had been disbanded.

In peacetime and in wartime, Coast Guardsmen have always served with the knowledge that the profession of arms is frequently dangerous and requires sacrifice. Each day, Coast Guard women and men risk their lives so that others might live. We protect people on the sea, we protect the nation against threats delivered by the sea, and we protect the sea itself.

We join our nation this Memorial Day in remembering our fallen soldiers, sailors, airmen, Marines and Coast Guardsmen. They made the ultimate sacrifice to ensure our nation remains strong, safe, and free. We owe them a debt of gratitude that can never be paid.

This year is also the bicentennial commemoration of the War of 1812. Therefore, we also want to highlight and remember Coast Guardsmen who died in America's second war for independence. We must remember Seaman John Barber, a crewman serving in a revenue cutter, who was captured by the British on May 28, 1813, and became our first prisoner of war. He later died onboard a British prison ship in Chatham, England.

Barber represents a legacy of Coast Guardsmen and women who have made the ultimate sacrifice. They were average Americans, no different than you or me. They were all young. They enjoyed life. And none of them set out to be a hero. They were simply performing their duties in service of our nation.

Signalman First Class Douglas Munro gave his life evacuating besieged Marines at Guadalcanal during World War II. Munro was born on October 11,



1919, in Vancouver, Canada, and moved with his family to Vancouver, Wash. He became a U.S. citizen in 1922 and lived most of his life at home in South Cle Elum, Washington, where he attended grade school and high school. He enlisted in the Coast Guard in 1939 and had an outstanding service record. On Sept. 27, 1942, he was removing Marines from a beach by Higgins boats under heavy enemy fire when he was mortally wounded. He asked in his dying breath, "Did they get off?" Munro was awarded the Congressional Medal of Honor. He was 22 years of age.

Seaman William Flores gave his life in an effort to save his shipmates following a deadly collision and sinking of the Coast Guard Cutter *Blackthorn*. Flores was born in 1961 and raised in Carlsbad, New Mexico. He left high school early and, with his parents' permission, enlisted in the Coast Guard. On the night of January 28, 1980, after the 180-foot buoy tender collided with a 605-foot tanker, Flores leapt into action providing life jackets to crew members and helping the injured. He went down with the ship, but many who survived credit his efforts for saving their lives. Flores was awarded the Coast Guard Medal for extraordinary heroism. He was 19 years of age.

Damage Controlman Third Class Nathaniel Bruckenthal gave his life while securing Iraqi oil terminals as part of Operation Iraqi Freedom. Bruckenthal was born on July 17, 1979, in Stony Brook, N.Y., and lived in Hawaii, Virginia, and Connecticut. He enlisted in the Coast Guard in 1999 and served at several Coast Guard units, meeting his wife along the way. On April 24, 2004, while detached to USS *Firebolt*, Bruckenthal and six others were poised

to board a dhow threatening the Khawr Al Amaya Oil Terminal when the small craft exploded, killing Bruckenthal and two Navy petty officers. He was awarded the Bronze Star with valor. He was 24 years of age.

Today our young heroes serving in our armed forces continue to step forward to answer the call of duty. I am grateful for them, and on behalf of the men and women of the Coast Guard, I want to express my deep and sincere appreciation for their service. On this Memorial Day, I ask that you pause and reflect upon all who have given their lives in the ongoing effort to protect our freedom. We will never forget them. Today, we honor them by standing the watch, and ensuring the Coast Guard remains *semper paratus*—always ready—to serve, protect, and defend our freedoms.

*Admiral Papp is Commandant of the U.S. Coast Guard.*

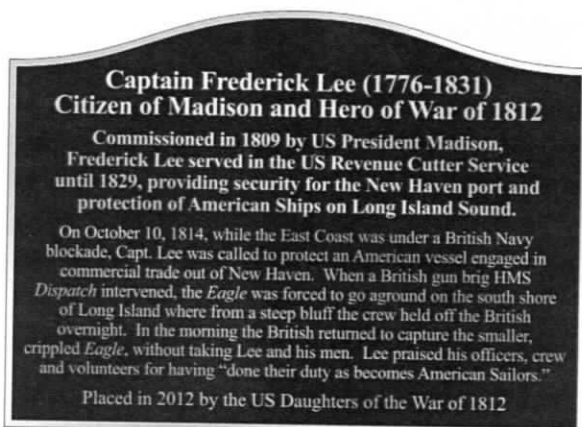
*From p. 6 Baggywrinkle*

The *Bibb*, built in Pittsburg, had to be run ashore to keep from sinking shortly after departing on her maiden voyage. Both the *Dallas* and *McLane* were altered to side wheelers. When alterations were complete, the four Hunter models had cost \$416,908.15 for all four.

Congress thereupon passed an act forbidding the construction of other vessels for the service unless by special appropriation. President Tyler vetoed the bill, but the Senate overrode his veto on March 3, 1845. On the same day they reenacted the law excepting "such as are now in course of building and equipment."

**Commemoration of Captain Fredrick Lee, USRCS, and RC *Eagle***

By Steve Pope, CAPT USCG



*"The people are more American; they feel and act as a nation; and I hope the permanency of the Union is thereby secured." – Albert Gallatin, Secretary of the Treasury, 1801-1813, reflecting on the War of 1812*

A commemoration of CAPT Fredrick Lee and the USRC *Eagle* is scheduled for July 8 in Madison, Connecticut. A marker/plaque will be dedicated and permanently erected on the town green in Madison in conjunction with the ceremony on the 8th.

The Daughters of 1812 have exerted considerable effort to support the Lee Commemoration and are absorbing all costs associated with the marker.

In a related matter, discussions continue concerning the possibility of an 1812 POW memorial at Cape May, which will list 86 Revenue Cutter crew and officers held by the British under extremely harsh conditions in Canada and England. An illustration of other suggestions are the marking of historic locations such as the RC *Commodore Barry* battle site and commemorating the RC *Mercury* legacy associated with

Ocracoke Island.

Relevant websites:

<http://www.uscg.mil/history/>

[USRMWarOf1812index.asp](http://www.uscg.mil/history/USRMWarOf1812index.asp)

<http://www.madisoncthistorical.org/news/events.htm>

*CAPT Pope is War of 1812 Commemorative Plans & Liaison Officer, CG Atlantic Area*

*Provided courtesy of Gary M. Thomas, CDR USCG (Ret.), FCGH Executive Director, and Dr. Bill Thiesen, CG Atlantic Area Historian*

[Ed. Note: the Civil War-era USS *Galena* mentioned below was originally USRC *Galena*. The reenactors discussed herein function as USRCS reenactors, among other roles.]

**A View from the Deck: Historical Interpreting at the Mariner's Museum**

By Allen Mordica



From the 9th through the 11th of March 2012, the Mariner's Museum in Newport News, VA, commemorated the 150th anniversary of the Battle of Hampton Roads with a public "living history" event. For those unfamiliar with the name, the naval engagement that occurred in the harbor at

Norfolk, VA, is better known to the public as “the battle of the *Monitor* and the *Merrimack*.” This naval fight took place over the 8th and 9th of March 1862, and marked a “sea change” in the way that ships would fight each other.

The Background:

The Confederate ironclad generally known as the “*Merrimack*” was originally built at Boston in 1856 as a sailing warship, the USS *Merrimack*. To the casual observer, the original *Merrimack* looked very similar to the USS *Constitution*, with the addition of a smokestack between the fore and main masts. The ship was known as a “steam frigate” since she could move on her own power with the help of a small steam engine, much like a modern sailboat with an outboard motor. In April 1861, *Merrimack* was undergoing an engine overhaul at the Gosport Navy Yard in Portsmouth [VA]. When Virginia seceded from the Union, the *Merrimack* was scuttled and burned to avoid her capture by the new Confederacy. The remaining intact lower hull was later salvaged by the Confederate Navy and rebuilt into an ironclad ram, christened CSS *Virginia*.

The *Monitor* was built because of the impending threat of the CSS *Virginia* to the U.S. Navy’s wooden blockading ships in Hampton Roads. Designed by the Swedish-American inventor John Ericsson and built in an incredible 100 days, the *Monitor* was a remarkable vessel, employing new innovations, inventions, and tactics related to warship design. Ignoring many centuries-old methods of ship combat, the *Monitor*’s design featured a rotating turret amidships containing two of John Dahlgren’s massive 11-inch smoothbore guns, equal in firepower to an entire broadside of smaller sailing ship guns. The hull floated

nearly awash, providing almost no target for an enemy to shoot at other than the eight-inch thick, 100-ton iron turret.

The “monitor system” proved so successful that the Navy would build over fifty more similar vessels during the Civil War. Later monitors, some armed with 15-inch Dahlgrens, proved to be the most deadly ships in the Navy arsenal for decades to follow.

The Battle:

On March 8<sup>th</sup>, 1862, CSS *Virginia* steamed out into Hampton Roads on her maiden voyage. The *Virginia* proved that iron was invincible against wood when she rammed and sank the sloop USS *Cumberland*, burned the frigate USS *Congress*, and damaged her former sister ship, USS *Minnesota*, all without noticeable damage to her armor-plated casemate.

The next day, March 9th, the USS *Monitor* arrived from Brooklyn, New York, in the nick of time to prevent the destruction of the *Minnesota*. It engaged the *Virginia* for over four hours, fighting to a draw.

The Event:

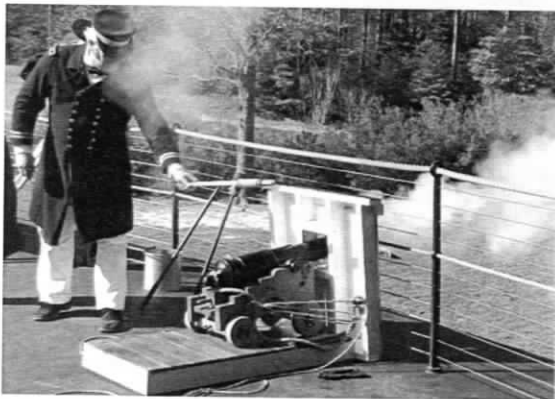
A number of Federal and Confederate living history and reenacting groups participated in the Mariner’s Museum event, but—different from every land battle event held nationwide—the show this time belonged primarily to the Navy and Marines. Members of the living history and reenactor groups USS *Lehigh*, Co. C CSMC, Carolina Living History Guild, USS *Galena* Marine Guard, and the Tidewater Maritime Living History Association were given the unique opportunity of setting up and making their presentations from the deck of the Museum’s full-scale *Monitor* replica.

The forward half of the 175-foot *Monitor* replica was reserved for Confederate Navy and Marine impressions from members of Co. C., CSMC, and the Carolina Living History Guild. The after section of the *Monitor* replica, representing the crew of the *Monitor*, was represented by the USS *Lehigh* and the Tidewater Maritime Living History Association (TMLHA).

The Presentation:

The TMLHA crew provided interactive presentations on the themes of shipboard navigation, small arms, naval gunnery, shipboard food preparation and cuisine, marlinspike seamanship, and sailors' personal items. They demonstrated the basic skills of a mid-nineteenth century seaman. Association members emphasized hands-on interaction with the public, accomplished by the "School of the Sailor," in which adults and older children were "enlisted" and trained in basic knotwork, practiced a "dry run" gunnery drill on a 3-lbr. naval cannon, and conducted a "repel boarders" drill using wooden mock-up pikes, cutlasses, pistols, and muskets. The TMLHA also conducted "live fire" demonstrations of its 3-lbr. gun "Salamander" from the deck of the *Monitor* replica.

In preparation, so as to enhance the credi-



bility of the presentation, TMLHA members not originally well-versed in the basic sailor's skills are encouraged to familiarize themselves with them. These skills are exemplified by the sailor's litany, to 'hand, reef, steer and cast the lead.' This simple phrase encompasses a broad range of knowledge necessary for even the most junior sailor to ply his trade. This is emphasized to point out that the sailor's trade was far more knowledge-based than that of his soldier counterparts.

Each part of the phrase encompasses a unique set of essential skills: "Hand" stresses the handling of basic knots, splices, and other ropework. "Reef" applies to the working of sails, pulleys, and reef points, sometimes aloft in the ship's rigging. "Steer" deals with maintaining course with a magnetic compass as well as steering a vessel with either tiller or wheel. "Casting the lead" refers to finding water depth with the sounding lead line, ship's speed with the chip log, and the use of capstan, winch, boat davits, ground tackle (anchor and cables), and other assorted shipboard equipment. All of these skills are for any vessel; adding naval guns and small arms adds even more to the mix.

The Association:

The TMLHA was present at the Museum to support its mission statement, which reads, in part: "to establish and maintain a positive and accurate image of sailors' lives in the Age of Sail, by presenting nautical history and general seamanship knowledge to the public." The association decided at its outset eleven years ago to refrain from attending and participating in living history reenactments of events which involved no naval presence. This reduces the number of events it participates in each year; one will never find the

association at land battle events such as Gettysburg, Fredericksburg, Manassas, or Cedar Creek.

In addition to their appearance as U.S. Navy sailors for USS *Monitor*-related events, TMLHA sailors also portray early-era “coasties” of the Revenue-Marine and Revenue Cutter Service. Our association is the only one of its kind that does this. The TMLHA is in high demand by local venues such as the Hampton Roads Naval Museum, the Portsmouth Naval Shipyard Museum, the Jamestown Festival Park, the Chesapeake Public Library, CG Base Portsmouth, CG LANTAREA, and CG TRACEN Yorktown, among others. It also regularly provides a period-attired “1862 USRCS Color Guard” as a courtesy to commands and individuals for appropriate events, such as change-of-command and retirement ceremonies, when requested to do so.

*Mr. Mordica is associated with the Tidewater Maritime Living History Association*

[Ed. Note: The preceding issue of the *Cutter* carried an article about the Coast Guard ship models built by Mr. Richard Petri and donated to FCGH. What follows are several additional items documenting the continuation of that story.]

### **New Exhibit Traces History of Coast Guard Vessels**

Buffalo News.com staff reports  
May 22, 2012

A new exhibit representing more than two centuries of U.S. Coast Guard vessels goes on display at 11 a.m. today in Buffalo and Erie County Naval and Military Park.



*Sign over gallery door*

Models of 41 vessels, representing ship types from 1790 to the present, were donated to the Foundation for Coast Guard History by collector and model builder Dick Petri of Lake View. Petri started his collection in 1972 by building models of the seven ships he served on during his career in the Coast Guard.



*Ribbon-Cutting*

The Coast Guard models join two other recently opened exhibits—a World War II display that includes notes left by visitors telling their memories of those who served in the war, and a display of eight models of various types of naval destroyers. The park is open daily from 10 a.m. to 5 p.m. through Oct. 31.

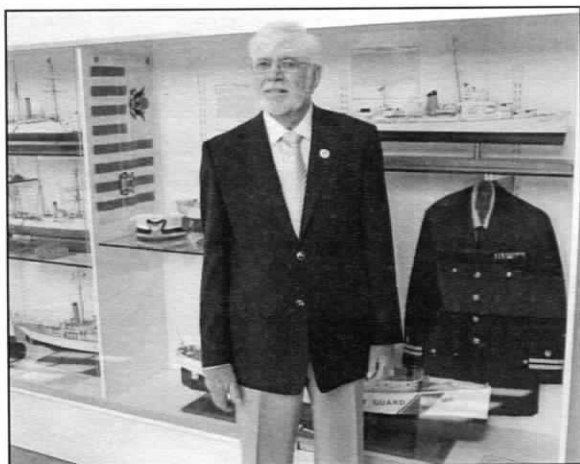
### **Coast Guard Exhibit Features Over Forty Model Ships**

By Kimberly Snickles, Buffalo.ynn.com

BUFFALO, N.Y. – A once-empty room at the Buffalo and Erie County Naval Park is

now an exhibit filled with models of more than 40 boats. The models were donated to the Foundation for Coast Guard History by model builder Dick Petri.

Petri has built Coast Guard ship models since 1970. He wanted to build models of the nine ships he worked on while serving in the Coast Guard. Over the years his collection grew and, with help from Foundation Director Fred Herzberg, he was able to put them on display.



*Dick Petri in front of one of the displays*

"These people called and asked me if I'd donate a couple models. I got a hold of Fred and Fred said, 'Yeah, let them have it, lend it to them,' and we gave – well, there's about forty of them, and I guess they're gonna make some more room so we can put some more in," said Petri.

Report on the dedication ceremony from Fred Herzberg, Founder and Executive Director Emeritus of FCGH, and prime mover of the Petri donations:

At the opening ceremony, I represented FCGH. There was really good media coverage. The opening was very successful. Mr. Petri is delighted. About 50 people were present, plus a color guard, all the trimmings—no room for more. The Naval

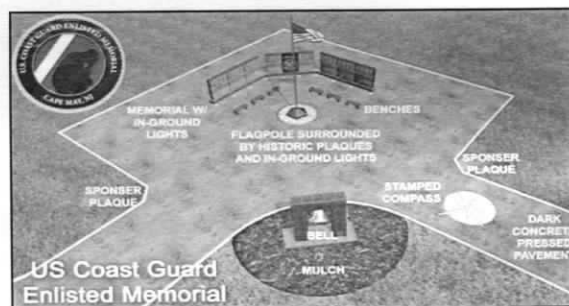
Park people did a good job.

The display is very well done, clean, not crowded, but still tells a good story. There is probably room for another double-sided display case, which they will construct when they have money. Mr. Petri will then add more models for it. The Museum will then have just about all our models, plus a bunch of Dick's on display.

*Information provided courtesy of:  
Gary M. Thomas, CDR USCG (ret.), Executive Director, FCGH  
William Thiesen, PhD, Coast Guard Atlantic Area Historian  
Steven Wischmann, CAPT USCG, Commander, USCG Sector Buffalo*

### Coast Guard Enlisted Memorial

The Coast Guard Enlisted Memorial Foundation is a not-for-profit organization made up of active duty, reserve, auxiliary, civilian, and retired Coast Guard members. It was created to plan, design, and develop a fitting memorial that will represent the immense sacrifice of the Coast Guard's enlisted men and women.



The Coast Guard Enlisted Memorial is planned for the grounds of Training Center Cape May, NJ, the current birthplace of the U.S. Coast Guard's enlisted corps. The site will be centered around three granite

walls which identify by name the 1,400 Coast Guardsmen who have perished in the performance of duty. Names are included from 1915, the year the Revenue Cutter Service and U.S. Life Saving Service were merged and Congress formalized the existence of the U.S. Coast Guard. Marble benches provided for mourning and reflection will face these walls. Also central to the site is a flagpole surrounded by plaques emblazoned with the emblems of those services which acted as precursors to the modern Coast Guard. A brass ship's bell held in a marble enclosure will be located at the front of the site for use during ceremonies. This effort will cost up to \$500,000.

Help us in honoring those who have paid the price for our freedom. With help of donations from supporters, we will obtain this goal. We are also looking for members who will help move this effort forward. Please contact us to join or to ask any questions you may have.

The Foundation is a nonprofit registered with the State of New Jersey (EIN 45-3144610).

You can donate from our website at [www.cgemf.org](http://www.cgemf.org) or write a check out to the Coast Guard Enlisted Memorial Foundation at: Coast Guard Enlisted Memorial Foundation, Inc., PO Box 476, Cape May, NJ 08204.

Thank you for your service and dedication.

### *Baggywrinkle*

#### **A Threatened Seal War – 1892**

In 1892, before sailing north, the *Bear* received secret orders that informed her that the Bering Sea was to be the scene of the greatest activity since the Civil War. It had proved impossible for the few cutters of the Bering Sea Patrol to guard the many sealing schooners. Each summer the rookery beaches were littered with the bodies of starved pups; the herds were dwindling at an alarming rate; a number of scientists had been ordered to visit the Seal Islands to investigate the quite obvious cause. Pending their report, the United States had decided to ignore England's protests and to serve effective notice that the killing of mother seals would no longer be tolerated. The Bering Sea cutters and a number of naval ships were directed to report to Captain Robley D. ("Fighting Bob") Evans of the U.S.S. *Yorktown*, who would assign them to guard the Aleutian passes, the Seal Islands, and surrounding waters.

The *Bear* joined the *Yorktown* at Unalaska. Two British cruisers under Admiral Hotham were in port, with orders from their Admiralty to resist with force the seizure of Canadian sealing schooners at any point outside the three-mile limit. Seamen from the opposing ships spat on their hands, glared at each other across the short spaces of water, and exchanged gibes when they passed each other on the streets of the town.

For days the newspapers of the world and transatlantic cables seethed with exciting phrases. War seemed unavoidable. But at the last minute, Great Britain agreed that seizures should not be resisted but should subsequently be adjudicated by an international court.

## New Fast Response Cutter *Bernard C. Webber* Enters Operational Service in Miami Ceremony

Mark D. Faram, staff writer  
*Navy Times*, April 15, 2012

MIAMI – The Coast Guard officially brought the new fast-response cutter to operational status as the first ship in that class was commissioned April 14 in Miami, Fla. The cutter *Bernard C. Webber* was put in service by its crew of 21 Coast Guardsmen. It will be commanded by Lt. Cmdr. Herb Eggert, who has been working on the fast-response cutter program since the service first started designing the ship in the mid-2000s.

The event—long traditional in the sea services—was held at the Port of Miami with senior city and government and service officials in attendance. The day started with an ominous tone with rain and overcast skies. The sun began to fight its way through the cloud cover during the ceremony.

The ship is named for the late Chief Warrant Officer Bernard C. Webber. In fact, the entire class of fast-response cutters will be named for Coast Guard enlisted heroes.

Webber was a first class boatswain's mate assigned to the Coast Guard station in Chatham, Mass., on May 9, 1952, when the 503-foot tanker S.S. *Pendleton* broke in half off Cape Cod from 60-foot seas and 70-knot winds. Webber and a crew of three other Coast Guardsmen braved the elements to cross a sand bar to reach the sinking ship and saved 32 of the 33-man crew. All four were awarded the Coast Guard's Gold Lifesaving Medal.

With the legacy of Webber in mind, the crew brought the ship to life in the shadows of the large ocean liners and commercial vessels that normally come from Miami's seaport.

The \$88 million, 154-foot *Webber* is bigger and far more advanced than the older Island-class patrol boats, which have been in service since the mid-1980s. Service leaders make no bones about the fact the new addition is badly needed because of well-documented maintenance problems with the aging 110-foot cutters this class of ship will replace.

"I do love that new cutter smell," said Commandant of the Coast Guard Adm. Robert J. Papp. "We just don't get too much of that new cutter smell in our service, as our recapitalization is moving slow—much too slow—and that's what makes today so significant to the Coast Guard as we finally have our new patrol boat."

Along with engine breakdowns, Papp said the current class of patrol boats have technology that is "half a century old, in some cases. A lot of the living conditions on those older cutters just aren't what we want our young patriots who step aboard to serve their country to live in."

But in the Coast Guard's Seventh District, all that is changing now, according to Rear Adm. William D. Baumgartner, commander of the Miami-based district. "It's a major step forward from the 110-footer that it replaces," Baumgartner said. "It's got more speed and range, as that significantly helps our ability to do our missions here in the Seventh District."

He said the *Webber*—44 feet longer than



its predecessor and with a hull designed to give the vessel better "seakeeping ability," Coast Guard parlance for saying the ship can handle rough seas and still stay on station and be effective—will significantly expand the patrol capability in his district. The *Webber's* crew quarters are light years ahead of its predecessors,' and it has four .50-caliber machineguns and a remote-operated, 25mm, gyroscope-stabilized chain gun located on the ship's bow for protection.

Baumgartner says the new class of ship will "expand the footprint" of the service, not only with the range of the vessel, which can stay out nearly a month without resupply, but also the state-of-the-art electronic suite that can communicate with other U.S. law enforcement agencies and vessels as well as being sophisticated enough to operate easily with U.S. and other countries' naval vessels. "It's a huge capability for a ship of this size," Baumgartner said. "It's a significant game-changer for us in reliability and ability to accomplish our missions."

*Webber* will spend the next few months in Miami. It arrived February 9 from Lockport, LA's, Bollinger Shipyard, where all of the fast-response cutters are being constructed. Baumgartner says the plan now is that a new cutter will arrive in Miami about every 90 days. "The first six will be homeported in Miami and they'll operate throughout the Seventh District, wherever we need them," he said. "After that, the plan is to put the next six in Key West, FL, and the six after that will base out of San Juan, Puerto Rico."

URL: <http://www.navytimes.com/news/2012/04/navy-coast-guard-launches-fast-response-cutter-bernard-c-webber->

041512/

*Courtesy of Norm Paulhus; Jim Hull, VADM USCG (ret.), FCGH Chair; and Gary Thomas, CDR USCG (ret.), FCGH Executive Director*

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### **CGC *Sherman's*, Gatun Drug Bust a Historic Seizure**

By Dr. David Rosen

In the early morning hours of March 18, 2007, the U.S. Coast Guard Cutter *Sherman*, commanded by CAPT Charley Diaz, seized the 300-foot Panamanian cargo vessel *Gatun*, with nearly 20 tons of cocaine worth an estimated \$750 million. It was the largest maritime drug bust in U.S. history.

The mission started after DEA and local officials in Colon, Panama, noticed that drug cartel lieutenants had leased metal cargo containers and left port without filling them with cargo. The Zambada cartel in Colombia had been reduced to production by the U.S. anti-drug campaign, letting Mexicans take over the delivery side of the operation. Two Mexican nationals set up a front company in Panama to buy the *Gatun* in Colon, on the Caribbean side of the Canal, and sail south to Colombia. Off the west coast of Colombia, six go-fast boats loaded 38,000 pounds of cocaine into two brown containers on the deck of the *Gatun*.

On March 17, 2007, the *Sherman* was tasked by Joint Inter Agency Task Force (JIATF) South to intercept the *Gatun*. At the time, the 40-year-old cutter was down one engine, down one small boat, and had not made fresh water in two days. The

*Sherman* shifted tactical control from JIATF South to the Eleventh Coast Guard District. At approximately 10 p.m. on the evening of March 17<sup>th</sup>, Panamanian officials gave permission for the mission. The *Sherman* used its recently installed Automatic Identification System (AIS) to locate the M/V *Gatun* in the dark several miles west of the Panama Canal entrance.

BM1 Mike Aguilera led a 14-man *Sherman* boarding team. Sneaking up on the freighter in the cutter's small boat, the team verified the name on the stern of the vessel and went aboard without resistance from the crew. The CGC *Hamilton* assisted the *Sherman* boarding team with an additional six boarding team members.

Once aboard, BM1 Aguilera noticed some discomfort on the part of the *Gatun's* captain when questioned about the cargo manifest and broken seals on two of the 12 containers on deck. When the two container doors were opened, bales of cocaine were clearly visible. The bales were piled high, nearly reaching the ceiling in the two containers. The *Sherman's* Assistant Boarding Officer, LTJG Cliff Harrison, was the first to enter the containers. With barely enough room to maneuver, he had to army-crawl on top of the bales to access the back of the container. The team then removed one of the bales, which tested positive for cocaine. The *Gatun* crew members were arrested.

It took five hours to unload the bales onto the deck of the *Gatun*. The final count was 765 bales. After the count, the cutter *Hamilton* crewmembers departed the *Gatun* and the cutter *Hamilton* steamed north back to its home port. The bales were then transferred to the *Sherman* for safekeeping. The smooth coordination of the *Sherman's* ac-

tions under CAPT Charley Diaz was mirrored in the cooperation between the PACAREA/D11 Command Center and a dozen agencies including the DEA, Immigration and Customs Enforcement, Customs and Border Patrol, the FBI, as well as Panamanian law enforcement entities.

The *Sherman* team proved well-trained and well-organized during their 101 days at sea, which followed a previous 5-month CARAT deployment to Southeast Asia. These diverse individuals described themselves as effective "workhorses." They all share credit in this record-breaking bust. As mentioned, the *Sherman* was operating with no running water for showers or laundry. Despite these significant mechanical problems aboard the *Sherman*, the crew accomplished the mission successfully and morale remained high.

In addition to the *Gatun* seizure, on February 19, 2007, the *Sherman* crew had recovered 900 pounds of cocaine off the Ecuadorian fishing *Don Juan K*. Seized nearly 2,000 miles west of the coast of Ecuador, this seizure was the farthest westerly drug bust in U.S. history. During that bust the Ecuadorian crew of the *Don Juan K* set the fishing vessel on fire as the *Sherman* approached. With the fishing vessel ablaze, the crew the *Don Juan K* attempted to flee in two fast boats, but they were apprehended by the *Sherman's* over-the-horizon (OTH) small boats.

In addition, on March 25, 2007, the *Sherman* crew seized a go-fast boat off Panama. A short chase yielded a haul of 2,000 pounds of cocaine. It was one of the first reported cases of a "panga"-style go-fast boat being used for smuggling in the Eastern Pacific. Finally, on their return trip, on the night of April 19, 2007, the

*Sherman* launched an HH-65 helicopter and its small boat to save an elderly man and woman when their sailing vessel was caught adrift in a storm off the coast of Baja, Mexico. The couple was rescued in 15-foot seas by the *Sherman's* crew. This search and rescue was coordinated with a C-130 aircraft from Air Station Sacramento.

The *Sherman* returned to its Alameda berth on April 22, 2007. On April 23, the Pacific Area Commander, VADM Charlie Wurster, and the Eleventh District Commander, RADM Jody Breckenridge, presented the *Sherman* crew with an honorary "golden snowflake" drug bust emblem symbolizing this record-breaking achievement. Early that morning, the crew formed a human chain to offload the nearly 20 tons of cocaine. It took 120 sailors several hours to offload the 765 bales. The drugs were later transported under police escort to Oakland International Airport. The city police shut down portions of U.S. Interstate 880 for the transport. The drugs were flown by two Coast Guard C-130 aircraft to an undisclosed location in Florida for destruction.

The *Gatun* bust broke the previous record for a maritime cocaine seizure, which was 30,000 pounds (15 tons) in 2004. The *Gatun* bust was so significant that it actually affected the street price of cocaine for the first time.

The embarked Coast Guard helicopter was used to shoot video footage of the bales on the deck of the *Gatun*. With the *Sherman* in the background, this video was featured on several U.S. newscasts. Through the power of social media, including sites such as YouTube, video from the *Gatun* bust was noted around the world.

Finally, this *Sherman* drug bust was notable for raising the morale and profile of the entire U.S. Coast Guard at a time when problems with the *Deepwater* program had plagued the organization.

*Dr. Rosen is the Coast Guard's Pacific Area Historian*

*Ed. Note: the "Philippine warship" in this story is the former USCGC Hamilton (WHEC 715), a 378-footer only recently transferred to the Philippines, as recounted in the previous issue of the Cutter.*

### **Philippines Warns China in Naval Crisis**

By James Hookway, *Wall Street Journal*, April 12, 2012

MANILA – The Philippines said it is trying to find a diplomatic solution to a tense standoff between a Philippine warship and two Chinese surveillance vessels over fishing rights in the South China Sea, as long-brewing tensions in the contested waters reach a fresh crisis point. Philippine Foreign Secretary Albert del Rosario said he met with Chinese Ambassador Ma Keqing and both reaffirmed their governments' positions that the Scarborough Shoal, where the ships are facing off, is part of their own country's territory and neither was ready to stand down.

Mr. del Rosario warned that the Philippines would defend itself if attacked, but said that it is "resolved to seek a diplomatic solution to the issue." "The ambassador of China took the view that they have full sovereignty over the Scarborough Shoal," Mr. del Rosario told reporters after the meeting at his Manila office. "So, in a

sense, we had reached an impasse in terms of our positions. And so there's a real challenge for us in terms of our agreement to keep on talking today."

According to the Associated Press, Philippine officials have now proposed an arrangement to break the impasse. Two Philippine officials say that China, through its ambassador in Manila, is expected to respond at the earliest on Thursday, when both sides resume talks.

Philippine President Benigno Aquino III repeated the call for calm in the heavily fished and potentially energy-rich sea. "Nobody will benefit if violence breaks out there," the Associated Press reported Mr. Aquino as saying.

The two navies encountered each other after the Philippine vessel—a former U.S. Coast Guard cutter provided by the U.S. Navy—attempted to arrest the crews of several Chinese fishing boats that were anchored at Scarborough Shoal, which is off the Philippines' northwest coast but also claimed by China. The Philippine government said Chinese surveillance vessels intervened to prevent any arrests, leading to the standoff, and that Filipino sailors who inspected the Chinese vessels on Tuesday found illegally collected corals and live sharks in one of the fishing boats.

China is locked in a series of overlapping territorial disputes with the Philippines, Vietnam, Malaysia, Taiwan, and Brunei, all of which claim either all or part of the South China Sea as their sovereign territory. The dispute has flared in recent months as the region's potential energy reserves begin to draw growing attention. In the past year, Vietnam and the Philippines have accused Chinese navy craft of

harassing oil-exploration vessels operating in their United Nations-defined maritime economic zones. Beijing has denied that, but has warned Vietnam and the Philippines from prospecting in the area without its permission.

"This is part of a larger pattern. These new standoffs are coming to light only because we are better positioned to stand up to China now," said a Philippine military official. [*Presumably a reference to the ex-Hamilton. — Ed.*]

The Chinese Embassy in Manila released a statement saying that 12 fishing boats had sought shelter from a storm in a lagoon. "Two Chinese marine surveillance ships are in this area fulfilling the duties of safeguarding Chinese maritime rights and interests," the statement said, adding that the shoal "is an integral part of the Chinese territory and the waters around the traditional fishing area for Chinese fishermen."

China's foreign ministry, meanwhile, said in a statement that the Philippines had broken an agreement to maintain peace and stability in the region. "We hope the Philippines can focus on China-Philippines friendship, peace, and stability and won't make new disturbances," according to foreign ministry spokesman Liu Weimin.

The U.S., too, has angered China in stating that the South China Sea, which carries about half of the world's trade, remains free for navigation. Washington has stepped up its military and diplomatic ties with Hanoi and Manila, providing the refurbished cutter, now named the *Gregorio del Pilar*, to the Philippine navy last year and pledging to deliver another craft. Next week, the U.S. and Philippine militaries will resume an annual series of military

exercises, including drills off the Philippines' western coast.

Those exercises appear likely to further antagonize Beijing. Already this week, a hawkish Chinese general has warned that the Philippines is facing its "last chance" to peacefully resolve sovereignty disputes over the South China Sea. Maj. Gen. Luo Yuan, writing in the *Global Times* newspaper, accused the Philippines of hijacking a recent Southeast Asian summit in order to further pressure China over the South China Sea, and warned that Manila's alleged provocations would fail. "The biggest miscalculation of the Philippines is that it has misestimated the strength and willpower of China to defend its territorial integrity," Gen. Luo wrote.

While not necessarily reflecting the Chinese government's views, Gen. Luo's comments show signs of growing impatience with the Philippines after Manila adopted a more aggressive stance toward its South China Sea claims under President Benigno Aquino III, who was elected in 2010 and has since sought to revive the Philippines' sometimes fragile ties to the U.S. Diplomats say the administration of former President Gloria Macapagal Arroyo was much more wary of antagonizing Beijing.

The Philippines is also working on developing a closer relationship with Vietnam. Previously there was relatively little contact between the two countries, but now there is a growing military-to-military relationship that might soon result in the two countries holding formal exercises, or at least joint search-and-rescue training, diplomats say. In addition, the Philippines has proposed holding soccer matches between Filipino and Vietnamese troops on some of

the contested atolls in the South China Sea. Philippine Admiral Alexander Pama Tuesday told reporters the Philippines has suggested sending some sailors and troops to Vietnamese-occupied islands, while Vietnamese troops could visit Philippine-held islands. Adm. Pama said it could be called the "fun games," and stressed there would be no firearms training involved.



*BRP Gregorio Del Pilar (PF15)*

### Baggywrinkle

According to *The Coos Bay World*, on May 24, 2012, Larry Eastman, a nearly 102-year-old Coast Guard veteran, was grand marshal of Coos Bay, Oregon's, Memorial Day parade.

*Courtesy of Jim Hull, VADM USCG (ret.), FCGH Chair, and Norm Paulhus*

The *Island Reporter* (Florida), May 18, 2012

**Coast Guard Cutter Arrives for Final Service: Former USS *Mohawk* (WPG-78) to be Sunk as Artificial Reef**

The ex-USS *Mohawk* (WPG-78) departed Key West Monday afternoon for its two-day, farewell journey to Lee County. Upon arrival at San Carlos Island on Wednesday, she will be transformed for her final service as a veterans' memorial reef in the Gulf of Mexico.

Commissioned in 1935, the U.S. Coast Guard cutter was assigned to North Atlantic escort operations. She launched 14 attacks against submarine contacts between August 27, 1942, and April 8, 1945. The *Mohawk* is the last remaining ship of the Battle of the Atlantic. One of her most famous deeds was being the last ship to radio Gen. Dwight D. Eisenhower that the weather was clearing for the D-Day invasion.

The *Mohawk* rounded Bowditch Point at Fort Myers Beach about 11 a.m. Wednesday and will spend several weeks at San Carlos Island to be cleaned and prepared. A sinking is scheduled for July about 20 miles offshore. Divers and anglers will find her in 90 feet of water near Charlie's Reef.

Commander Mark Fedor, captain of the current *Mohawk*, called the plan "an honorable continuation of the legacy of the *Mohawk* and the United States Coast Guard."

The Miami Dade Historical Maritime Museum donated the cutter to Lee County. A grant from the West Coast Inland Navigation District will cover the \$1.3 million

needed to prepare and sink the vessel.

A recent study by Florida Sea Grant and University of Florida researchers estimates that anglers and divers who use Lee County artificial reefs spend nearly \$60 million annually. "By using the *Mohawk* as a veterans' memorial reef, we are able to prevent a piece of our national history from being turned into scrap, all while honoring our service men and women in an economically and environmentally positive way," said Mike Campbell, a Lee County Natural Resources senior environmental specialist, who is coordinating the project.

URL: <http://www.island-reporter.com/page/content.detail/id/519427/Coast-Guard-cutter-arrives-for-final-service.html?nav=5051>

*Courtesy of Jim Hull, VADM USCG (ret.), FCGH Chair, and Norm Paulhus*

Baggywrinkle

**New Coast Guard Lifeboat Sits at the Entrance to Grand Haven, MI**

WKZO Radio (96.5 FM, Kalamazoo, MI), May 21, 2012

There is a new Coast Guard lifeboat in Grand Haven. It replaces the old boat, which has been sent to the maritime museum in Muskegon. The boat sits at the entrance to the city, greeting drivers as they arrive. Grand Haven Chief Petty Officers president Anthony Fiore said the boat was needed to keep up with the city's desire to continue to be "Coast Guard City USA."

*Courtesy of Jim Hull, VADM USCG (ret.), FCGH Chair, and Norm Paulhus*

**U.S. Coast Guard Captain's Latest Book Profiles Women in the Military**

By Jordan Swanson  
*The Destin (FL) Log*, June 3, 2012

A 23-year member of the U.S. Coast Guard is bringing light and understanding to the service of America's female veterans. Captain (select) Martha LaGuardia-Kotite graduated from the United States Coast Guard Academy in New London, Conn., in 1989.

She grew up in Destin, and currently lives in Niceville. LaGuardia-Kotite attended Destin Elementary School, Bruner Middle School, and Fort Walton Beach High School.

After 10 years of Coast Guard active-duty service, she went into the Coast Guard Reserve, in which she has served for the past 13 years.

"I realized early on how precious and fragile life is, and I wanted to make a difference. And if I could save lives in some way, I felt that that would be a good career path for me," said LaGuardia-Kotite. On June 9, she will earn her title as captain (O-6) during a ceremony in Sector Mobile.

While in the Coast Guard, LaGuardia-Kotite worked on two ships, *Resolute* and a patrol boat, *Padre*. On *Padre*, she was the only woman in a crew of 16 men. "That was really a lot of hard work, but a lot of great teamwork," she said.

After serving on ships, LaGuardia-Kotite served in a shore unit and then made her way into public relations. It was while working in that field that she furthered her desire to write and be a storyteller to "celebrate our unsung heroes."

In 2010, she was Coast Guard Liaison for Walton and Okaloosa counties during the Deepwater Horizon oil spill, and was the press secretary to Admiral Thad Allen.

LaGuardia-Kotite has written four books: *So Others May Live*; *Legacy*; *My Name Is Old Glory*; and *Changing the Rules of Engagement*. Toward the end of May, LaGuardia-Kotite attended three television interviews during a weeklong visit to New York City to promote her latest books. LaGuardia-Kotite will host a book signing at The Blue Giraffe in Watercolor on June 13 at 10 a.m., and on June 16 at the Barnes & Noble Booksellers in Destin, across from

Destin Commons, at 3 p.m. The book signings will celebrate her recently published books, *My Name Is Old Glory* and *Changing the Rules of Engagement*.

*Changing the Rules of Engagement* profiles 17 women from all military backgrounds, like a Thunderbird pilot, a Navy diver, ship drivers, enlisted women serving in the front lines in Iraq, a woman in charge of operating medical units, and many more. "This book is a great book because I've learned something from each one of them, so there's a different message from each story," said LaGuardia-Kotite.

One of her favorite quotes in the book is "Dream a bigger dream," a quotation from former congresswoman Heather Wilson. "The idea is that we all have dreams, we all have goals that we aspire to, but if you had a bigger dream, what would that be?"

LaGuardia-Kotite's bigger dream has always been to get a degree in journalism. She is going to begin working on a master's degree in the field this summer, during a seven-week residential course at Harvard. She'll continue online classes from home as well as an internship to complete her degree.

Until June 9, she is a part of Sector Mobile as the senior reserve officer. Her new assignment will be Coast Guard District 1 Emergency Preparedness Liaison Officer Coordinator for FEMA regions 1 and 2, which are New York and Boston.

All of her books are based on real people and situations, and can be purchased "wherever great books are sold," as well as on her website <http://www.MarthaKotite.com> and from booksellers online.

The overall message of LaGuardia-Kotite's books is "veterans are doing great things to preserve our freedoms without complaint, with full heart and dedication to the missions, and they love our country and they love what it stands for, because freedom isn't free."

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