

# *PACIFIC CURRENTS NEWSLETTER*

*"They Also Serve"*

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## *United States Coast Guard Retiree Council Northwest*

### **LT CROTTY, USCG, WWII POW OF THE JAPANESE**

Lieutenant Thomas James Eugene Crotty, USCG was laid to rest on Saturday, Nov. 2, 2019 at : Holy Cross Cemetery, 2900 South Park Avenue, Lackawanna, New York

LT Thomas Crotty was the only Coast Guardsman to serve in the Defense of the Philippines. Crotty was the first Coast Guard prisoner of war since the War of 1812 and one of four USCG POWs during WWII. Crotty served in four different military branches while deployed to the Philippines. Crotty managed and coached Buffalo's 1929 American Legion Junior National Baseball Championship team and he was class president during his time at the Coast Guard Academy. LT Crotty's story has been lost and forgotten like the heroic sacrifices made by thousands of defenders of Bataan and Corregidor. Jimmy Crotty was a member of the long blue line and his brief life embodied the Coast Guard's core values of honor, respect and devotion to duty.

LT Crotty was born on 18 March 1912, in Buffalo, New York. He graduated from the United States Coast Guard Academy in 1934 after serving as Company Commander, class president and captain of the Academy's football team. After graduation, Crotty began a promising Coast Guard career, which hardened him into a mature leader. For six years, he served on board cutters based out of New York, Seattle, Sault Ste. Marie and San Diego. His assignments included duty on cutter *Tampa*, during her 1934 rescue of passengers from the burning passenger liner *Morro Castle*; and, a Justice Department appointment as special deputy on the Bering Sea Patrol.

In the late 1930s, diplomatic tensions heightened between the U.S. and Imperial Japan and the American military began sending additional personnel and units to Pacific outposts. These military moves set Jimmy Crotty on a collision course with tragic events unfolding in the Far East. In 1941, the Coast Guard assigned him to the U.S. Navy for specialized training in mine warfare. Jimmy probably embraced the opportunity to cross-train with the Navy. As one of his commanding officers wrote, Jimmy was "forceful and always enthusiastic about engaging in new problems; sometimes 'too' willing to attempt things when perhaps, maturer judgment would suggest further consideration." In April 1941, Crotty received orders to the Navy's Mine Warfare School in Yorktown, Virginia. After that training, he joined the inaugural



*Cadet Thomas James Eugene  
Crotty, USCG,  
USCG Photo*

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class of the Mine Recovery School located at the Washington (D.C.) Navy Yard, graduating in August 1941. Crotty had become a leading military expert in mine warfare, demolition and the use of explosives. After completing his mine warfare training, Crotty received orders from the commander of the Navy's Asiatic Fleet, Admiral Thomas Hart, to sail for the Philippines and join a navy mine recovery unit at the fleet's homeport in Manila. On Tuesday, September 2, Crotty concluded a visit to Buffalo and saw his family for the last time. The thirty-year-old officer thought his deployment would last six months, but he would never see the States again.



*USS Quail (AM-15), U S Navy Photo*

In the days leading up to the attack on Pearl Harbor, he served with the U.S. Navy as Executive Officer onboard *USS Quail*, part of the 16<sup>th</sup> Naval District-in-Shore Patrol Headquarters, Cavite Navy Yard, Philippines. He aided in the defense of Corregidor during the Japanese invasion in the early days of WWII, supervising the destruction of ammunition and facilities at the Navy Yard and scuttling the fleet submarine *USS Sea Lion* to prevent its use by the Japanese. As the Japanese advanced on Corregidor, LT Crotty eagerly took charge of cannibalized deck guns from the *Quail*. Damaged by enemy bombs and guns the ship was scuttled 5 May 1942 by Crotty (the day before Corregidor capitulation) who then led a team of 500 brave enlisted Marines and Army personnel fighting for an additional

30 days until the Japanese bombardment finally silenced the defense of the island fortress.

April proved a pivotal month for Crotty. On Wednesday, April 1, he sent by submarine the last message his family would ever receive. A little over a week later, on Thursday, the 9<sup>th</sup>, the diseased, starving and exhausted American and Filipino troops besieged on adjacent Bataan Peninsula could hold-out no longer and surrendered to the enemy. By mid-April, Crotty transferred from *Quail* to Fort Mills, Corregidor, and for the rest of the month, he served as adjutant to the headquarters staff of the Sixteenth Naval District.

Jimmy also served as a member of the Marine Corp's Fourth Regiment, First Battalion, which defended the narrow strip of the island stretching from Malinta Hill to the eastern point of Corregidor Island. Of the four battalions defending Corregidor, only the First Battalion would see action against the enemy, which landed on Tuesday, May 5. Eyewitness accounts indicate that Crotty supervised the crew operating a 75mm field howitzer dug-in on top of Malinta Hill, the small rocky mountain that held the island's underground command center. Crotty's field piece faced east, toward the oncoming Japanese troops and he served up until American forces surrendered in the afternoon of Wednesday, May 6<sup>th</sup>

Following the fall of Corregidor, Crotty became the first Coast Guard prisoner of war since

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*Cabanatuan Prison's Camp #1, U S Army Photo*



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the War of 1812, when the British captured U.S. Revenue Cutter Service vessels and their crews. The Japanese loaded Crotty and his fellow prisoners into watercraft transferring POWs from Corregidor Island to Manila, where they boarded railroad cars bound for a prison camp in northern Luzon. Eyewitnesses indicate that the prisoners stood throughout the lengthy trip and many of the weak and infirm who entered the boxcars never left them alive. Crotty, however, made it to Cabanatuan Prison's Camp #1, and bunked in barracks reserved for officers with the rank of lieutenant.

In January 1945, the Army's Sixth Ranger Battalion liberated Cabanatuan Prison, an event glorified in books and movies. Liberation came too late for Crotty however, whose body was buried in a mass grave alongside thousands of American and Filipino heroes who perished in the insufferable conditions at Cabanatuan. Jimmy Crotty had lost the battle against an invisible enemy. In July, a diphtheria epidemic swept through Cabanatuan and, by mid-month, Crotty contracted the illness. Eyewitness accounts indicate that with the camp's lack of proper medication and health care, he passed away on Saturday, July 19, only three days after getting sick. A POW burial party interred him in a mass grave outside the prison walls.. After World War II, the U.S. government moved remains from the common graves to the Manila American Cemetery and Memorial in the Republic of the Philippines. On 10 September 2019, as part of an exhaustive effort by DoD to bring every service member home, LT Crotty was positively identified from the remains exhumed from the cemetery in early 2018.



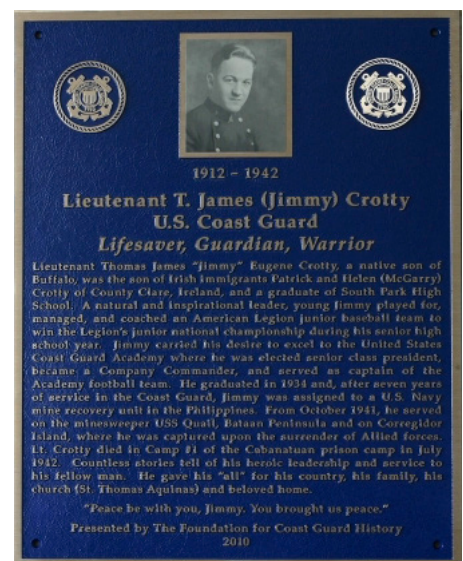
*Lt. James Crotty as lieutenant junior grade aboard a Coast Guard cutter. He participated in Philippine combat operations in 1941 and 1942 as a member of the U S Coast Guard, U.S. Navy, Marine Corps and U.S. Army and served in a variety of missions against an overwhelming enemy force. During the Japanese invasion of the Philippines, Crotty relied on his innate leadership skills repeatedly in the defense of Bataan, and later at Corregidor. (USCG Photo)*

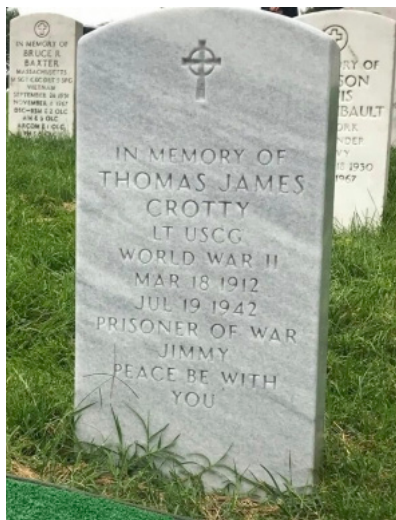
LT Crotty is the only known Coast Guardsman to serve in defense of the Philippines; his service authorizes the Coast Guard to display the Philippine Defense Battle Streamer on our Coast Guard Ensign. He was posthumously awarded the Bronze Star, Purple Heart, and many other decorations. LT Crotty embodied our core values of Honor, Respect, and most especially Devotion to Duty.

*Peggy Crotty Kelly and her brother, Patrick Crotty, hold a photo of their uncle, Lt. Thomas "Jimmy" Crotty, at Pat's home in Orchard Park.*  
(Mark Mulville/Buffalo News)



*A plaque honoring Lt. Thomas "Jimmy" Crotty can be found at the Buffalo & Erie County Naval and Military Park. (Mark Mulville/News file photo)*

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*Jimmy Crotty's marker at Arlington National Cemetery. While Jimmy has a marker at Arlington that went up in 2017 his body is interred in Buffalo, New York. in November 2019.*



*Lieutenant Thomas James Eugene Crotty, USCG, arriving home from the Philippines. USCG Photo*



*The Nations flag is presented to Lieutenant Thomas Crotty's family by Admiral Karl L. Schultz, Commandant, USCG. USCG Photo*

## NEW COAST GUARD CUTTER AND CREW CALL CAPE MAY HOME

*LT Brian Field, Commanding Officer of USCGC Angela McShan*



*USCGC Angela McShan and MCPO McShan  
USCG Photo*

A Coast Guard hero, YNCM Angela M. McShan, is the namesake of the newest Coast Guard cutter which was commissioned Oct. 26, 2019, in Cape May, New Jersey. Cape May will be the home port of the Coast Guard's 35<sup>th</sup> 154-foot Fast Response Cutter (FRC), appropriately named for the legacy that Angela left behind for her shipmates, the service, and the country. The cutter was commissioned with the help of Angela's seven brothers and sisters: Reginal E. McShan, Marilyn M. Williams (Angela's eldest sister and the ship's Sponsor), Alan K. McShan, Rhonda M. Gilliard, Timothy McShan, Christopher McShan, and David J. McShan.

Angela McShan was a Coast Guard pioneer and role model. She earned advancement to the rank of Master Chief in the fall of 2000, and in doing so she served as the first African-American woman to achieve this level of enlisted leadership in the Coast Guard. An Alabama native, she joined the service in 1979. She served over two decades with great honor and devotion and is remembered as an exemplary leader and professional.

Master Chief McShan not only inspired those who she trained, but she also left a positive and lasting impression on everyone who knew her. She has been described as a positive, kind and motivated person. Master Chief McShan was lost to illness on 29 December 2000, but her

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legacy lives on. In her memory, the Commandant of the Coast Guard established a leadership award specifically for Chief Petty Officers, the Master Chief Petty Officer Angela M. McShan Inspirational Leadership Award.

As the ship's first Commanding Officer, I am honored to lead the vessel's plank owner crew forward in the next chapter of Angela's legacy. The FRC is the most advanced and capable patrol boat the Coast Guard has ever operated. For the past seven months, the crew and I have been training at various schools across the country to learn how to operate and maintain the ship's advanced systems.

Since departing the shipyard, in Lockport, LA, we have taken *USCGC Angela McShan* to Key West, FL; Miami, FL; Charleston, SC; Norfolk, VA; Annapolis, MD; and Cape May, NJ. Now commissioned the cutter, we will get right to business, conducting fisheries enforcement, search and rescue, and port security missions up and down the east coast.

My crew and I are proud to pay homage to Master Chief McShan's legacy in our work and our missions; *U.S. Coast Guard Cutter Angela McShan* will be a living acknowledgment of her service for years to come.



*MCPO McShan was laid to rest with full military honors in her home town of Tuscaloosa, Alabama*



## COAST GUARD CELEBRATES CGC SMILAX'S 75 YEARS OF SERVICE

*5th District Public Affairs*

FORT MACON, N.C. – The Coast Guard held a ceremony commemorating the *Coast Guard Cutter Smilax*'s 75 years of service and dedication Friday, November 1<sup>st</sup> at Coast Guard Sector Field Office Fort Macon, North Carolina.

*Smilax* is the "Queen of the Fleet", a title held only by the oldest commissioned cutter in the Coast Guard in active service. The *Coast Guard Cutter Smilax* is a 100-foot construction tender with an attached 86-foot barge. Commissioned November 1, 1944, five months after Allied forces had landed on the beaches of Normandy, the *Smilax* has been instrumental in many of the Coast Guard's missions over the years, including several notable search and rescue cases.

During Hurricane Florence, *Smilax* was the first cutter on scene following the storm. Within two weeks, the *Smilax* had corrected 80% of the aids to navigations damaged or moved by Florence, which helped to re-open critical ports for commerce and military assets in the eastern North Carolina area.

Homeported in Atlantic Beach, North Carolina, *Smilax* is responsible for 1,325 fixed and 26 floating aids to navigations. These aids mark the waterways around the shores on the North Carolina outer banks, ensuring that vessel traffic can safely navigate the constantly shifting shoals of the areas *Smilax* maintains.

## COAST GUARD CUTTER RETURNS TO OREGON FOLLOWING \$54 MILLION COCAINE SEIZURE IN EASTERN PACIFIC OCEAN

USCG Pacific Area Public Affairs



ASTORIA, Ore. — The crew of the *U.S. Coast Guard Cutter Alert* (WMEC-630) returned to their homeport of Astoria Friday 25 October following a 10,700 nautical mile, 65-day, multi-mission patrol, resulting in the interdiction of nearly 4,000 pounds of cocaine worth approximately \$54 million, part of a \$92 million interdiction involving two other cutters.

*Alert's* crew conducted counterdrug operations in international waters of the Eastern Pacific Ocean, where boarding teams interdicted two go-fast vessels, seizing the cocaine and detaining six suspected drug smugglers.

Three Mexican naval officers joined *Alert* for the patrol to share lessons learned and to build cohesion between the two sea services.

"I am extremely proud of this crew for doing their part to keep these dangerous drugs off the streets," said Cmdr. Tyson Scofield, *Alert's* commanding officer. "The Eastern Pacific Ocean is a challenging environment, especially on a ship that is in her 50<sup>th</sup> year of service, yet this crew persevered to disrupt the illegal flow of narcotics that fuels instability in Central and South America. The counterdrug mission is as important now as it has ever been, and these brave men and women can return home after a

65-day patrol knowing they made a difference."

The Coast Guard's medium endurance cutters represent 70% of the service's counterdrug interdiction fleet, but many are nearing the end of their service life. Replacing the aging fleet of medium endurance cutters with the offshore patrol cutter is one of the Coast Guard's top priorities.

As cartels become more advanced in their trafficking methods at sea, the Coast Guard is recapitalizing the fleet with modern assets equipped to detect, interdict and disrupt the growing flow of illegal drugs, weapons and people in the Eastern Pacific.

The offshore patrol cutter will provide a critical capability bridge between national security cutters like the *Coast Guard Cutter Munro*, which offloaded 39,000 pounds of cocaine earlier this year, and fast response cutters like the *Robert Ward*, which seized more than 1,500 pounds of the cocaine during a recent patrol.

*Alert's* crew offloaded more than \$92 million worth of cocaine Oct. 16 in San Diego before returning home. The cocaine offloaded represents a total of four suspected drug smuggling vessel interdictions by the crews of the *Alert* and the *Coast Guard Cutters Robert Ward* and *Seneca* who patrolled the same international waters between late July and early October.

*Alert's* crew also patrolled off the coast of California, providing an increased off-shore deterrence to illicit narcotics trafficking and human smuggling. The amount of recreational and commercial fishing traffic provided *Alert's* law enforcement teams with opportunities to board vessels not normally inspected at sea.

*Alert's* engineers also provided mechanical assistance to a disabled vessel, helping the distressed crew to return to port prior to the arrival of gale force weather conditions.

*Alert's* embarked helicopter and aircrew from Air Station Humboldt Bay also assisted two

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U.S. Navy ships by flying their severely injured crewmembers ashore to receive advanced medical treatment.

*Alert* began their patrol by participating in the 2019 Los Angeles Fleet Week celebration, a public event that celebrated the U.S. Armed Forces and the Port of Los Angeles. During the course of the week, *Alert's* crew provided shipboard tours to 880 patrons and worked jointly with the *Coast Guard Cutter Forrest Rednour* to increase the public's awareness to the Coast Guard and its missions. The crew also volunteered in a Habitat for Humanity community service event where they aided a local food bank with boxing meals for families in need.

*Alert* is one of three 210-foot medium endurance cutters stationed on the West Coast. Crews aboard medium endurance cutters like the *Alert* conduct missions throughout the Pacific Ocean from the U.S.-Canadian border to South America and as far as the Galapagos Islands.

## US COAST GUARD CORE VALUES

*The Coast Guard core values which serve as basic ethical guidelines for all Active Duty, Reservists, Auxiliarists and Civilians. The core values are:*

### **Honor**

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

### **Respect**

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

### **Devotion to Duty**

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

## CREED OF THE UNITED STATES COAST GUARDSMAN

*written by VADM Harry G. Hamlet, USCG*

I am proud to be a United States Coast Guardsman.

I revere that long line of expert seamen who by their devotion to duty and sacrifice of self have made it possible for me to be a member of a service honored and respected, in peace and in war, throughout the world.

I never, by word or deed, will bring reproach upon the fair name of my service, nor permit others to do so unchallenged.

I will cheerfully and willingly obey all lawful orders.

I will always be on time to relieve, and shall endeavor to do more, rather than less, than my share.

I will always be at my station, alert and attending to my duties.

I shall, so far as I am able, bring to my seniors solutions, not problems.

I shall live joyously, but always with due regard for the rights and privileges of others.

I shall endeavor to be a model citizen in the community in which I live.

I shall sell life dearly to an enemy of my country, but give it freely to rescue those in peril.

With God's help, I shall endeavor to be one of His noblest Works...

A UNITED STATES COAST GUARDSMAN.



## NEW FAST RESPONSE CUTTERS NAMED FOR COAST GUARD HEROES

RADM Melissa Bert

The Sentinel Class Fast Response Cutters (FRC), the Coast Guard's fleet of multi-mission ships that perform drug and migrant interdiction; ports, waterways and coastal security; fishery patrols; search and rescue; and national defense, efficiently and proudly complete domestic and international operations on a daily basis. Continuing the Sentinel Class' tradition of honoring women and men who distinguished themselves while serving as enlisted Coast Guard members throughout the history of the Service, on 23 October the following cutter names were announced:

FRCs 55–64 bear the names of leaders, trailblazers and heroes of the Coast Guard and its forbearers. These namesakes include recipients of the Gold Lifesaving Medal, Silver Star Medal, Good Conduct Medal, and Medal of Freedom.

These new cutters are scheduled for delivery starting in 2023 and will be named for the following people:

- FRC 55 – *Master Chief Radioman Melvin Bell*. A Pacific-Island American, Master Chief Bell broke many barriers in the Service. He mentored numerous others during his career and embodied the Coast Guard's Core Values.
- FRC 56 – *Master Chief Boatswain's Mate David Duren*. Master Chief Duren was a Coast Guard legend who was cited multiple times for heroism and received the nickname "Big Wave Dave" for his bravery in small boat operations.
- FRC 57 – *Seaman First Class Florence Finch*. Serving under dire conditions in enemy-occupied Philippines, Seaman Finch provided much needed medicines and supplies to American POWs. Seaman Finch later suffered torture and privation before eventually enlisting in the Coast Guard. She received the Medal of Freedom for her heroism.
- FRC 58 – *Captain John Witherspoon*. An African American member with a career in both the enlisted and officer ranks, Captain Witherspoon upheld the highest traditions of the Coast Guard as an inspirational role model and mentor for Coast Guard men and women.
- FRC 59 – *Boatswain's Mate Second Class Earl Cunningham*. Petty Officer Cunningham sacrificed his own life so that others might live. His devotion to duty endures as a role model for the men and women of the Coast Guard.
- FRC 60 – *Chief Warrant Officer Frederick Mann*. A Silver Star Medal recipient, Chief Warrant Officer Mann saved the lives of a number of his shipmates when he oversaw firefighting efforts aboard his burning transport during the Guadalcanal landings. He served out a distinguished career and retired as a Warrant Officer.
- FRC 61 – *Seaman Second Class Olivia Hooker*. The first African American woman



*The 154-foot Sentinel-class Fast Response Cutter is a key component of the Coast Guard's recapitalized fleet. It is capable of speeds in excess of 28 knots and feature a cutter boat stern ramp launch and recovery system. Its armament includes one stabilized, remotely-operated 25mm chain gun and four crew-served .50 caliber machine guns. It will have a crew capacity of 23 people and will be able to perform independently for a minimum of five days at sea and be underway for 2,500 hours per year. USCG Photo*

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to wear a Coast Guard uniform, Seaman Hooker enlisted later in life out of a sense of patriotism in the face of discrimination. She served her country with distinction then returned to civilian life to continue mentoring others.

- FRC 62 – *Port Security Specialist Second Class Vincent Danz*. Petty Officer Danz ran to the scene of the 9/11 attacks, aiding victims and saving lives, before he lost his life when the World Trade Center collapsed.
- FRC 63 – *Machinery Technician First Class Jeffrey Palazzo*. A member of the New York Fire Department, Petty Officer Palazzo was one of the first responders to the World Trade Center attacks and lost his life while heroically trying to rescue others.
- FRC 64 – *Boatswain's Mate Second Class Marvin Perrett*. A veteran of World War II, Petty Officer Perrett served as a landing craft coxswain in both the European and Pacific Theaters and actively promoted the Coast Guard throughout his life.

Thirty-four FRCs are currently in service, with two in Ketchikan, Alaska; four in San Pedro, California; six in Key West, Florida; six in Miami Beach, Florida; three in Honolulu, Hawaii; two in Pascagoula, Mississippi; two in Cape May, New Jersey; two in Atlantic Beach, North Carolina; and seven in San Juan, Puerto Rico.

The Fast Response Cutters are the mainstay of the Coast Guard's coastal patrol fleet, providing multi-mission capabilities and interagency interoperability. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and sea-keeping. They are replacing the 1980s-era Island Class 110-foot patrol boats. For more information, visit the Coast Guard Acquisition

## COAST GUARD FOCUSED ON BEING SEA-BASED IN ARCTIC AS MERITS OF DEEP-WATER PORT DEBATED

*By: Ben Werner*



*Coast Guard Commandant Adm. Karl Schultz meets with Secretary of the Navy Richard V. Spencer and Alaska Sen. Dan Sullivan in Nome and Port Clarence, Alaska to discuss the construction of deep-draft ports in western Alaska, August. 13, 2018. Coast Guard photo*

WASHINGTON, D.C. – For now, the Coast Guard is focused on being sea-based in the high latitudes even as talk of building a deep-water Arctic port gains support in Washington.

On Capitol Hill, Alaska's lawmakers have for years highlighted the attributes for building a deep-water port in the Arctic. Retreating ice in the region is causing maritime traffic to increase as mineral resources are newly accessible. Lawmakers also cite an uptick in Russian Arctic activity as increasing the strategic need for such a facility.

For the Coast Guard, a proposed fleet of six heavy icebreakers will provide the service with the resources needed to fulfill its Arctic missions, Adm. Karl Schultz, the Commandant of the Coast Guard, told USNI News after an speaking at an event co-hosted by the Center for Strategic and International Studies and the U.S. Naval Institute.

"Karl Schultz's view, as 26<sup>th</sup> commandant: we will

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sea-base our Alaska operations moving towards the Arctic,”

The idea of establishing a deep-water Arctic port is something Schultz said merits discussion. However, he explained such discussions should involve several government entities, including Congress, the U.S. Army Corps of Engineers, the Department of Defense, and Alaska state agencies.

Deep-water Arctic port proposals have circulated around Washington for at least two decades, according to a U.S. Army Corps of Engineers 2015 draft report. A deep-water Arctic port is needed to accommodate predicted increased commercial maritime traffic, the report states. The report also spells out strategic reasons for the military to support the proposed port.



*The Coast Guard Cutter Maple (WLB 207) moors up at the Port of Nome during a brief logistics stop in Nome, Alaska, during the cutter and crew's voyage up through the Northwest Passage, July 18, 2017. Coast Guard photo*

“The U.S. Coast Guard anticipates commissioning four new icebreakers during the course of this study's analysis period, none of which could access Nome (in Western Alaska, near Russia) under current conditions,” the Army Corps of Engineers report states.

On Capitol Hill, Sen. Dan Sullivan (R-Alaska), a long-time proponent of building an Arctic port, is often the lawmaker facilitating such

discussions. For example, during Mark Esper's Senate confirmation hearing to become secretary of Defense, Sullivan asked Esper to commit to considering support the Arctic port. Sullivan's reasoning was strategic.

“Putin's talking about the Arctic as the new Suez Canal, and that they're going to control. And we had a provision in this year's NDAA that just said America should have a port, which it doesn't have right now, that could handle resupplying a destroyer – not even an aircraft carrier in the Arctic,” Sullivan said during the July hearing.

In the summer of 2018, Sullivan hosted Secretary of the Navy Richard V. Spencer and Schultz, who had just become Coast Guard commandant, on a trip to visit Nome's current port facility. Nome is one of the most likely locations for building a deep-water Arctic port, according to the Corps of Engineers report.

Following the trip, Spencer started working support of a deep-water Arctic port into his public speeches. The strategic value of the port is his reasoning for Navy support of the project.

“We need to have a strategic Arctic port up in Alaska. We need to be doing FONOPs in the northwest – in the northern passage. We need to be monitoring it. We have cruise ships going up there,” Spencer said during a December 2018 appearance at an event co-hosted by CSIS and the U.S. Naval Institute.

The Coast Guard has more pressing needs, such as fielding its long-planned heavy icebreaker fleet. The service has one working heavy icebreaker, *USCGC Polar Star* (WAGB-10), which is primarily used to lead supply convoys to the National Science Foundation's research facility in Antarctica. For Arctic missions, the Coast Guard leans on its medium icebreaker *USCGC Healy* (WAGB-20).

The new fleet of icebreakers will enhance the Coast Guard's ability to accommodate more science missions, run search and rescue operations and provide a sustained presence

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in the Arctic, according to a September Congressional Research Service report.

In April, the Coast Guard awarded VT Halter Marine a \$745.9-million contract to build the service's first heavy icebreaker in more than four decades, the Polar Security Cutter. Delivery is expected in 2024. The Coast Guard keeps *Polar Star* working by cannibalizing parts from a second heavy icebreaker, *USCGC Polar Sea (WAGB-11)*, which suffered a catastrophic engine failure that cannot be repaired. Once a second PSC is delivered, the Coast Guard plans to retire *Polar Star (WAGB 10)*.

The Coast Guard is part of the discussion on building a port, but Schultz said, "right now, we're focused on building capability."

## THE COAST GUARD AND THE SINKING OF THE GERMAN BATTLESHIP BISMARCK

Seventy two years ago on, 24 May 1941, the crew of the Cutter *Modoc* on Greenland Patrol got a nasty shock. The tale is told by coasties who there on the Alaska/Bering Sea Patrol web site.



*USCGC Modoc (WPB-46), USCG photo*

### "Ve Vas Dere, Charlie!"; or Saga of the CGC Modoc's Encounter With The German Battleship Bismarck

by VADM T. R. Sargent (Ret), '38, and CAPT B. M. Chiswell (Ret)

There have been few references to the presence of a United States Coast Guard Cutter in the immediate vicinity of the German Battleship

*Bismarck* during that famous chase by the British Fleet in 1941. Most historians pass the incident as inconsequential since the United States was not at war at that time. A group of us, who were present on that occasion, however have a somewhat different view.

The *CGC Modoc*, out of Wilmington, North Carolina, had been assigned to the Greenland Patrol as COMGREPAT long before all the talent arrived some years later.

Shortly before this incident, the Danish government had turned Greenland over to the U.S. as a Protectorate. The basic mission involved the security of the mine at Ivigtut on the southwest coast.

*CGC Northland* and *General Greene* were also assigned, doing double duty as Greenland Patrol and International Ice Patrol. After departing from St. Johns, Newfoundland, about May 20, 1941, *Modoc* was ordered to proceed and search for survivors of a British convoy, which had lost many ships to the Nazi Wolfpack in the Battle of the Atlantic.

LCDR Harold Belford was Commanding Officer; LCDR Robert H. Furey, XO; LT Emmet T. Calahan, Navigator; and LTjg George R. Boyce, LTjg Victor E. Bakanas, LTjg R. E. Bacchus, ENS J. A. Cornish, ENS H. E. Sanders and ENS Benjamin M. Chiswell constituted the Deck Watch Officers.

The "Make Her Go" group consisted of LCDR Walter Anderson, Engineering Officer with LTjg Robert Wilcox and ENS Thomas R. Sargent as assistants. LT William Stimpson, USPHS, was the ship's doctor.

As far as is known, one is still working, some are enjoying retirement, and some are no longer with us.

Whither we were and whither we were going only Spike Calahan knew — at least convinced us he knew-but at least the sun rose broad on the starboard bow so our course was generally northeasterly. The search proved fruitless as

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we were continually buffeted by heavy North Atlantic seas and snow squalls reducing visibility to zero and life expectancy on *Modoc's* forecandle head to about the same.

Sunday, May 24<sup>th</sup>, 1941, dawned as a fairly good day considering that our position was slightly south but well east of Cape Farewell, Greenland. Visibility rose to about six miles and the seas, for a change, were relatively calm.

Observing Sunday routine, *Modoc* piped a matinee movie on the mess deck at about 1400. All hands not on watch settled down to at least the twentieth showing of Lana Turner, Betty Grable, et al. The late Bub Boyce and Dick Bacchus had the deck and Tommy Sargent was on watch in the engine room.

Toward the end of the watch a huge gray shape appeared in the evening dusk on the starboard horizon. In short order, it was properly classified as a battle wagon — of unknown nationality and intentions. Even Ben Chiswell, the Communications Officer, had no knowledge of *Bismarck's* escape from Norway and subsequent pursuit by the British fleet.

Our enterprising quartermaster of the watch (Art Gibbs), a QM1 reduced from QMC for false economy reasons, leapt to the flying bridge, cranked up the powerful carbon-arc signal light and commenced flashing "AAs"—the international signal meaning "What ship?" or "Identify yourself." *Bismarck* did not deign to reply. She just crossed our bow and passed down our port side two miles off.

We even tried to contact her by radio to determine if she had spotted any debris but upon reflection realized she was too smart to break radio silence and reveal her position.

When the huge ship had dropped astern about three or four miles, Dick Bacchus—fresh out of Norfolk, Virginia, where a Naval Air Station had been close by, was heard to exclaim "Hey, there's an airplane"; then, as an afterthought, "Hey, that's a land plane"; then, as a double take as he remembered our position relative to the nearest

NAZI Battleship *Bismarck*  
Commissioned: 24 August 1940



*Fate:: After loss of steering caused by Swordfish torpedo bombers from HMS Ark Royal Bismarck was heavily damaged by 2 British battleships and 2 cruisers. Bismarck was scuttled following this incapacitating battle damage, on 27 May 1941 in the North Atlantic taking 95% of its crew to their cold watery graves.*

land, "My God, that is a land plane!"

That triggered the sounding of the General Alarm. Midst much grumbling about missing the rest of the movie, to general quarters we went to man the two five inch guns mounted fore and aft and the three inch fifty which was the quote anti-aircraft battery unquote.

We hastened to set our watertight integrity; (we closed both screen doors), secured U.S. flag horizontally and vertically to establish our neutrality, and settled down to watch developments. It didn't take long. Suddenly seven British swordfisher torpedo planes were using us as a point of departure flying low over our masthead, wagging their wing tips, and heading for that distant gray shadow.

Well, a Fourth of July display like nothing ever before seen soon embellished evening twilight! Those of us not accustomed to warlike intentions were enjoying the show when a couple of brilliant flashes and tremendous explosions brought us back to reality.

As if to solidify the perception, a lookout suddenly cried "Sail ho — broad on the starboard bow, "then "Holly Jesu Cristo, lots of sails ho!" The entire Home Front appeared about equidistant from us as we were from the

**Bismarck Continued on page 13**



**Bismarck Continued from page 12**

Bismarck. We quickly learned we were being caught in the middle is all about.

Earlier, Tommy Sargent had anticipated that maneuvering would probably be demanded so the fireroom had been alerted for steam requirements and they were ready. (You can see why he made three stars.) In view of the fact that at time we were not mad at anybody except whoever it was that had neglected to tell us about a strange battleship-the Old Man decided he would not stand and fight.

He gave orders to make flank speed and no black smoke. For a vessel launched in 1921 requiring forced draft, that had to be a real accomplishment; and so it was. The engineers moved, the vessel moved and soon we were getting the hell out of there.

Tommy Sargent remembers her speed at 14.7 knots, even though the speed curve showed 14.5 kts maximum when Ben Chiswell's Old Man had been her skipper in 1921. Anyway she squatted her stern down in the water and slithered out of the line of fire.

Soon the fire fight was over. Visibility dropped and *Bismarck* limped away in the darkness. Though severely wounded she was to later lead the chase further and force more fighting before finally being done in.

Meanwhile, *Modoc*-headed in the opposite direction and moving faster than she ever had in her lifetime-soon raised Cape Farewell, rendezvoused with the *CGC Northland*, and again took up the search for survivors.

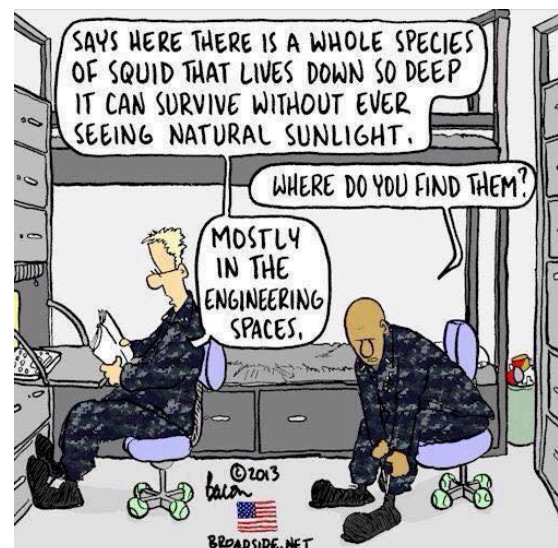
No doubt, *Modoc* played a vital role in the discovery of the *Bismarck* as the German admiralty revealed in a news release shortly after the encounter. Due to the serious damage suffered in the engagement which we watched, *Bismarck* was apprehended by the British fleet several days later. Her destruction was a severe blow to the German war effort. Certainly, history has not given full due to the saga of the *USCGC Modoc*.

**Postscript**

Two days later (26 May 1941) the *CGC General Greene*, having joined in the search for convoy survivors, also became a witness to this dramatic sea battle. This is reported in Willoughby's "U.S. Coast Guard In World War II" as follows: On the same day, *General Greene's* officers saw four large battleships speeding northward; they heard heavy gunfire and observed thick smoke. The British ships had caught up with *Bismarck*. Hit many times and barely holding her own, the latter had received the following message from Berlin: "All our thoughts are with our victorious comrades. Hitler." From *Bismarck* went the reply: "Ship unmaneuverable; we shall fight to the last shell. Lutjens." It was at this time that the British battleship *HMS Hood* blew up with all hands as a result of a salvo from the invisible *Bismarck* which touched off her magazines. On the 27<sup>th</sup>, *Bismarck* was southwest of Ireland attempting desperately to make a French port. Her guns were silenced, her mast blown away, and smoke and flames poured skyward. She finally turned over and sank, with only 110 survivors out of a crew of 2,400.



*CGC Northland (WPG-49)*

**THE LIGHTER SIDE OF SEA DUTY**

## VA EXTENDS AGENT ORANGE PRESUMPTION TO 'BLUE WATER NAVY & USCG' VETERANS

*Eligible Veterans may now be entitled to disability compensation benefits*

The U.S. Department of Veterans Affairs (VA) is preparing to process Agent Orange exposure claims for "Blue Water Navy & Coast Guard" Veterans who served offshore of the Republic of Vietnam between Jan. 9, 1962, and May 7, 1975.

These Veterans may be eligible for presumption of herbicide exposure through Public Law 116-23, Blue Water Navy Vietnam Veterans Act of 2019, which was signed into law June 25, 2019, and goes into effect Jan. 1, 2020. They may also qualify for a presumption of service connection if they have a disease that is recognized as being associated with herbicide exposure.

The bipartisan Blue Water Navy Vietnam Veterans Act gives VA until Jan. 1, 2020, to begin deciding Blue Water Navy related claims. By staying claims decisions until that date, VA is complying with the law that Congress wrote and passed.

"VA is dedicated to ensuring that all Veterans receive the benefits they have earned," said VA Secretary Robert Wilkie. "We are working to ensure that we have the proper resources in place to meet the needs of our Blue Water Veteran community and minimize the impact on all Veterans filing for disability compensation."

Blue Water Navy Veterans are encouraged to submit disability compensation claims for conditions presumed to be related to Agent Orange exposure. Veterans over age 85 or with life-threatening illnesses will have priority in claims processing.

Veterans who previously were denied for an Agent Orange related presumptive condition can file a new claim based on the change in law. Eligible survivors of deceased Blue Water Navy Veterans also may benefit from the new law and may file claims for benefits based on the Veterans' service.



## U S DEPARTMENT OF VETERANS AFFAIRS

The new law affects Veterans who served on a vessel operating not more than 12 nautical miles seaward from the demarcation line of the waters of Vietnam and Cambodia, as defined in Public Law 116-23. An estimated 420,000 to 560,000 Vietnam-era Veterans may be considered Blue Water Navy Veterans.

To qualify, under the new law, these Veterans must have a disease associated with herbicide exposure, as listed in 38 Code of Federal Regulations section 3.309(e).

Agent Orange presumptive conditions are:

- AL amyloidosis
- Chloracne or similar acneform disease
- Chronic B-cell leukemias
- Diabetes mellitus Type 2
- Hodgkin lymphoma, formerly known as Hodgkin's disease
- Ischemic heart disease
- Multiple myeloma
- Non-Hodgkin lymphoma, formerly known as Non-Hodgkin's lymphoma
- Parkinson's disease
- Peripheral neuropathy, early-onset
- Porphyria cutanea tarda
- Prostate cancer
- Respiratory cancers (lung, bronchus, larynx or trachea)
- Soft-tissue sarcoma (other than osteosarcoma, chondrosarcoma, Kaposi's sarcoma or mesothelioma).

For more information about Agent Orange exposure in Vietnam waters (Blue Water Navy Veterans), visit <https://www.va.gov/disability/eligibility/hazardous-materials-exposure/agent-orange/navy-coast-guard-ships-vietnam/>.

Veterans seeking more information should contact their Veterans Service Officer, call VA's toll-free number at 800-827-1000 or visit the VA Blue Water Navy Agent Orange website.



## THE REAL ID ACT: EVERYTHING YOU NEED TO KNOW



Recently, the Transportation Security Administration began posting signs at airport security checkpoints warning travelers about some upcoming ID requirement changes. So what exactly are these changes, and what do you need to do to be ready?

We'll break down exactly what REAL ID is, and what it may mean for you and how you travel.

### *What Is the REAL ID Act?*

Formulated in the wake of September 11 and passed by Congress in 2005, the REAL ID Act was passed to "set standards for the issuance of sources of identification, such as driver's licenses."

The act established minimum security standards for state-issued driver's licenses and identification cards, and it prohibits federal agencies from accepting licenses and identification cards from states that do not meet these standards for official purposes.

It was aimed at eliminating airline terrorism by increasing requirements to obtain documents granting access to domestic planes.

State agencies like the Department of Motor Vehicles require more paperwork regarding proof of residency and Social Security Number when issuing licenses and identification cards under the new act.

In addition, the cards themselves will also be built using new technology, making them much more difficult to forge.

It has taken the federal government nearly 15 years to implement the act fully — a gradual process that has been met by some confusion as each state has a different status. However, all states will need to be in compliance by October 1, 2020.

### *What Does a REAL ID Look Like?*

In most states, there is a gold or black star on the front of the license that will signify compliance. If you see this, then you're good to go.

However, to make it more confusing, a few states have issued compliant IDs without a star (Hawaii, Ohio, Tennessee, and Utah). So it's best to confirm with your state if you don't see a star.

Some states, including Michigan, Minnesota, New York, Vermont and Washington State are currently issuing enhanced drivers licenses. These are a form of REAL ID. They additionally allow land and sea border crossings to Canada, Mexico, and the Caribbean.

An easy way to know your card is not compliant is if it says "Not for Federal Identification" or "Federal Limits Apply."

### *What Does It Mean For Me?*

Airports are considered federal facilities, and therefore this act affects your ability to enter in order to board your flight.

Starting October 1, 2020, every state and territory resident will need to present a REAL ID-compliant license/ID or another acceptable form of identification (like a passport or passport card) for accessing federal facilities — including boarding commercial aircraft.

Residents of states that have already begun issuing the new licenses have until October 1, 2020, to obtain a REAL ID compliant license. So just check your license to be sure.

If it is REAL ID compliant, there will be a star in the top right corner; many drivers may not realize they already have one, since some states have been issuing them for a few years.

**REAL ID Continued on page 16**

**REAL ID Continued from page 15**

But if you have a driver's license from one of the states that have been granted an extension, your license is good for air travel through the dates noted in our chart unless additional extensions are granted.

Each state varies slightly. Also, note that these dates are not set in stone, as states may still obtain another extension beyond these dates as well.

***What the REAL ID Act ISN'T***

A REAL ID is NOT a substitute for a passport for international travel. There are also a few other things that REAL ID doesn't affect.

REAL ID requirements don't apply to:

- Voting or registering to vote
- Applying for or receiving federal benefits
- Being licensed by a state to drive
- Entering federal facilities that do not require identification
- Accessing health- or life-preserving services (including hospitals and health clinics), law enforcement, or constitutionally protected activities (including a defendant's access to court proceedings)
- Participating in law enforcement proceedings or investigation

***Do I Need A REAL ID?***

In most instances, obtaining a REAL ID isn't necessary. There are still many reasons why people will choose to obtain a REAL ID. Here is a breakdown of some common reasons to consider getting a REAL ID and a few reasons why you might not need one.

**Common Reasons To Obtain A REAL ID**

- You want to fly with only your state-issued ID
- You don't have a passport or another TSA-

approved ID (listed below)

- You need to visit a secure federal facility, such as a military base, and don't have a military ID
- Reasons You May Not Need a REAL ID
- You are under 18 years old
- You only need your ID for purposes of identification
- You don't mind bringing another TSA-approved ID (like a passport) along when you fly.

***How to get your REAL ID***

In order to get a Real ID-compliant license, you must physically go to a DMV office with the following required documents. Be sure to check with your local DMV to confirm. An appointment:

- Proof of identity, such as a certified copy of a U.S. birth certificate, U.S. passport, employment authorization document, permanent resident card, or foreign passport with an approved form I-94.
- Proof of your Social Security Number, such as an SSN card, W-2, or paystub with full SSN.
- Proof of residency documents, such as a rental or lease agreement, mortgage bill, utility bill or employment, medical or school document.
- If applicable: An original or certified copy of a name change document, such as a marriage certificate or divorce decree, may be required.

Fees currently are: Washington: \$78, Oregon \$55, Idaho \$30, Montana \$65.50. In Washington State, the only federally accepted ID will be the enhanced license. It will run you \$78 for six years.

States will not send you a REAL ID-compliant

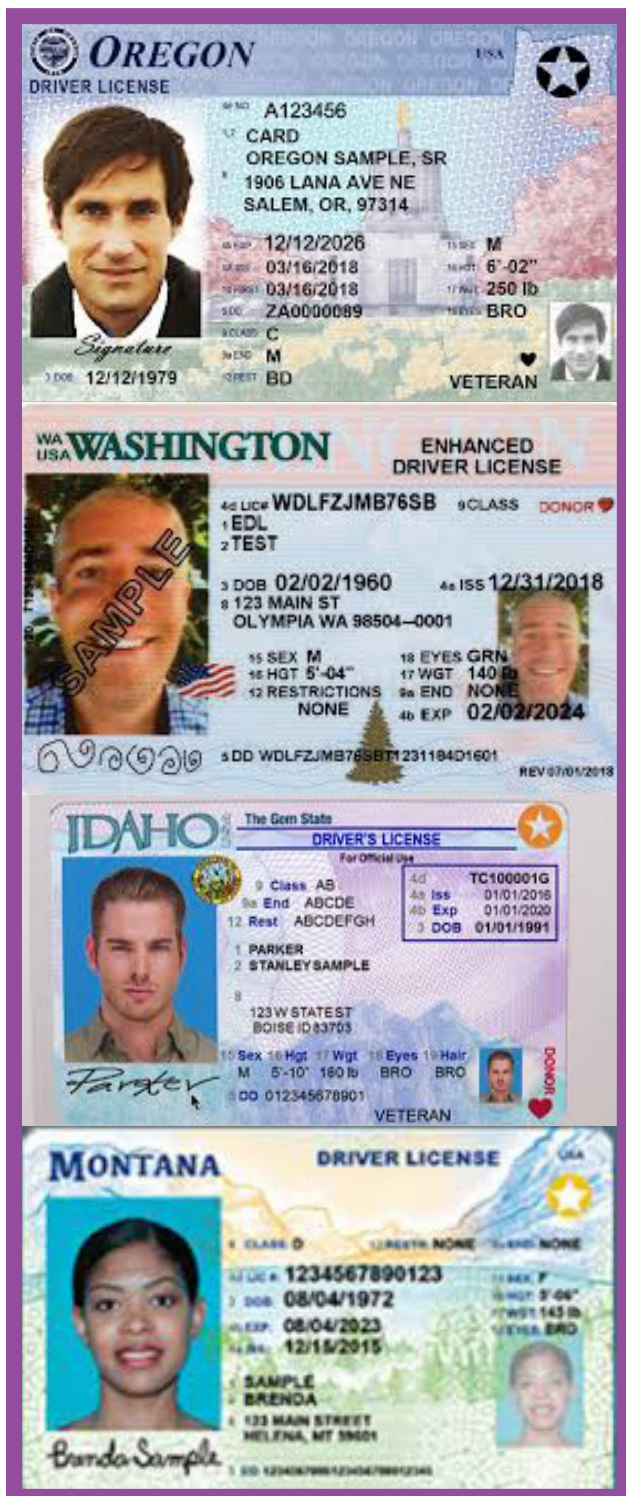
**REAL ID Continued on page 17**



**REAL ID Continued from page 16**

license automatically. All states are issuing compliant IDs, however, individuals may still choose not to upgrade their licenses.

Below are illustrations of REAL ID by states in within the 13<sup>th</sup> CGD.



## COAST GUARD OPENS LARGEST COAST GUARD EXCHANGE IN NATIONAL CAPITAL REGION

*CG Headquarters Public Affairs*



At a ceremony on Oct. 11, 2019, in Centreville, Va, CGX opened the largest shopping exchange in Coast Guard history.

Rear Admiral Joanna Nunan, Assistant Commandant for Human Resources; Captain Todd Prestidge, Commander, Personnel Service Center; Captain Bruce C. Brown, Commanding Officer, Community Services Command; and Jason M. Vanderhaden, Master Chief Petty Officer of the Coast Guard attended the ribbon cutting ceremony which also featured the U.S. Coast Guard Silent Drill Team

The new Exchange is located at 6335 Multiplex Drive, Centreville, Va. 20121. Tax-free shopping at the Coast Guard Exchange is a non-pay compensation benefit limited to authorized patrons including active duty and retired members of all branches of the armed services and their dependents, members of the Reserves, Coast Guard Auxiliary, National Guard and Department of Homeland Security civil service employees.

“This beautiful, new 55,000 square foot flagship store is the largest CGX in history. It is strategically located to serve eligible military and civilian patrons from all branches of service in the National Capital Region, and conveniently

**CGX Continued on page 18**

**CGX Continued from page 17**

located close to home – where you live and shop,” said Vice Admiral Michael F. McAllister, Deputy Commandant for Mission Support.

The Coast Guard operates 64 exchanges throughout the continental United States, Alaska, Hawaii, and Puerto Rico. Proceeds support morale, well-being and recreation (MWR) activities through the world. Over the past 10 years Coast Guard exchanges have contributed more than \$23 million to MWR programs.

## FOREVER A COASTIE

*By Jasmine Mieszala*

*How the USCG National Retiree Council  
Stays Connected to the Coast Guard*

The Coast Guard, known for its family-like community, is perhaps among few organizations to which people want to remain connected once they retire.

“With more than 52,000 retirees, the majority of our retiree community want to remain actively attached to their Coast Guard and know that their Coast Guard remains attentive and



*Admiral Jeff Hathaway (ret.)*

responsive to their issues,” explained Admiral Jeff Hathaway (ret.).

He serves as Co-Chair for the USCG National Retiree Council (CGNRC) and joined retired Master Chief

Petty Officer Kevin Isherwood in the role in May. Isherwood is within his fourth year of leadership as co-chair.

The connectivity Hathaway mentioned is was one of the biggest reasons the council was established in 1982. Hathaway and Isherwood ensure retiree issues are properly conveyed to leadership

through several mechanisms, including an annual report to the commandant. Thus, the council’s primary function is to promote open and positive lines of communication between the commandant and the retirees—including family members, annuitants and survivors.

For some, like Hathaway, they are called to the council with a heart to give back.

“My motivation for volunteering as CGNRC co-chair comes from my desire to give something back to an institution that gave so much to me for 33 years,” said Hathaway. “Plus four more years at the U.S. Coast Guard Academy.

“My Coast Guard career counterparts are now mostly members of our retiree community and it gives even more meaning to my decision to volunteer to provide leadership to the CGNRC. I have to believe all of the volunteers engaged in both the CGNRCC and all of our regional councils are similarly motivated,” said Hathaway.



*Admiral Jeff Hathaway  
while on active duty.  
USCG Photo*

The council’s national co-chairs lead representatives from 17 regional councils and several members at-large, including an annuitant (spouse of a deceased retiree), which make up the council’s leadership body. The regional councils are geographically disbursed and provide in-person engagement with the retiree community. Each council has a base or training center that serves as its active duty sponsor, and although they all adhere to standard responsibilities, they are free to provide meetings and activities best suited for their geographical communities.

The retirees enjoy a myriad of benefits from their membership, and two standouts include the retiree services help desk and the annual national council meeting—both supported by the CGNRC.

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**Forever Continued from page 18**

“One call to 833-224-6743 or email to [NRHDDesk@gmail.com](mailto:NRHDDesk@gmail.com) connects you with a qualified Coast Guard retiree volunteer who can assist retirees or their family members in getting answers or help with almost any issue,” said Hathaway. “The help desk fields more than 1000 calls per year.”

The annual national council meeting is typically attended by Coast Guard leadership, including the commandant, and provides a forum to hear current Coast Guard briefs and share work being done by regional chapters, best practices, as well as priorities and initiatives of the council. For example, this year it became a priority to focus on improving communications methods for talking with the retiree community.

“The Coast Guard shutdown earlier this year brought to light we only had email addresses for about 50% of our retirees, which hampered us from providing them with timely updates,” said Hathaway. “All retirees are urged to add personal email addresses to their accounts but the group is also reviewing channels including the retiree services website, the retiree services program guide, the retiree newsletter and regional chapters.”

Other priorities included addressing the long lead time for Pay and Personnel Center Topeka processing of required VA disability pay paperwork, reviewing the regional retiree council guide, better recognition for retiree volunteerism and framing a pilot “retiree to retiree” mentoring program.

The future of the CGNRC looks bright. In addition to standing up the retiree mentoring program, the council will continue to explore ways to better serve the retiree community and refine best practices for retiree volunteerism. Hathaway and Isherwood will work to get retiree program services better integrated into TAPS so that retiring service members can truly understand that service continues even after duty ends.

## U.S. COAST GUARD ANNOUNCES HOMEPORT OF NEWEST POLAR SECURITY CUTTER

*Headquarters Public Affairs*

WASHINGTON – The U.S. Coast Guard on 17 June announced that Seattle, Wash. will be the home of the service’s new Polar Security Cutters.

“I am pleased to announce that Seattle, Washington will be the home of the Coast Guard’s new Polar Security Cutters,” said Admiral Karl L. Schultz, Commandant of the U.S. Coast Guard. “The Pacific Northwest has been the home of our icebreaking fleet since 1976, and I am confident that the Seattle area will continue to provide the support we need to carry out our critical operations in the polar regions.”

The U.S. Coast Guard is the nation’s lead agency responsible for providing assured surface access in the polar regions. The addition of the Polar Security Cutters in Seattle will support the United States’ ability to conduct national missions, respond to critical events, and project American presence in the high latitudes.

The Coast Guard conducted a detailed analysis to identify locations that could accommodate the Polar Security Cutter. Based on operational and logistical needs, Seattle was determined to be the appropriate homeport for the first three Polar Security Cutters.

In April 2019, VT Halter Marine, Inc. of Pascagoula, Mississippi, was awarded a contract for the detail design and construction of the Coast Guard’s Polar Security Cutter class.



## LEGACY'S SHADOW: RISING HEARTS FROM A SUNKEN SHIP

By: Petty Officer 2<sup>nd</sup> Class Jonathan Lally



The dark, cloudy, moonless night held an ominous vibe as multiple vessels in a convoy steamed toward Wales through the choppy, rolling waves in the Bristol Channel on Sept. 26, 1918.

The crew of one vessel in particular settled in for the evening listening to the soft purr of the vessel's engines reverberating throughout the ship, while the sounds of rolling waves from the sea lashed at the ship's hull steaming through the channel. The watchstanders on the bridge were on the lookout for any signs of the enemy hiding in the murky waters.

The 190-foot *Coast Guard Cutter Tampa's* crew and mission were to escort and protect the convoys they were assigned to in the Gibraltar area during World War I. On this particular night in September, the cutter *Tampa* crew potentially detected some sign of an enemy submarine and darted out ahead of the convoy to investigate.

At 8:45 p.m., the crews aboard the other vessels in the convoy heard a loud explosion. Later that evening when the convoy arrived in port it was discovered the cutter *Tampa* was missing and a joint search between the United States and British services was conducted. Unfortunately, all the search and rescue teams discovered were a few pieces of wreckage and two unidentifiable bodies in naval uniforms.

More than 130 Coast Guardsmen, U.S and Royal British Navy sailors, and civil employees had lost their lives in one of the greatest single casualties incurred by any Naval unit by known enemy actions. The lost was felt more closely by the surviving Coast Guardsmen, in proportion to the service's size, of any armed service in the war.

Letters written by Commodore Ellsworth P. Bertholf, commandant of the U.S. Coast Guard during World War I were sent out to the families of the servicemembers who had lost their lives in this devastating loss of Coast Guardsmen. One of those families who received a letter from Bertholf were the Saldarini family, who also received Petty Officer 2<sup>nd</sup> Class Alexander Louis Saldarini's, acting quartermaster aboard the cutter *Tampa*, dog tags.

Fast-forward 100-years into the future, and the sinking of the cutter *Tampa* is still remembered by Coast Guardsmen and women in the present.

"One hundred one years ago today [Sept. 26, 2019] 130 Sailors and Coast Guardsmen onboard cutter *Tampa* paid the ultimate price to safeguard liberty during World War I. Then, as today, the Coast Guard was a vital component of the national defense. Our service has a long legacy of men and women who have served above and beyond the call of duty to their nation," said Capt. JoAnn Burdian, commander Coast Guard Sector Miami. "From cutters to lighthouses to life-saving stations our members have selflessly laid their lives aside to ensure others may live, that is the legacy of our service. Today we honor our fallen shipmates."

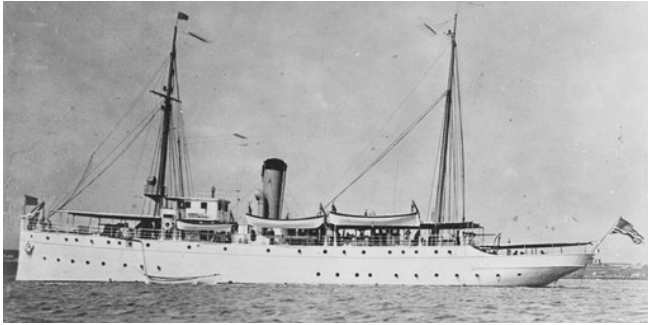
A somber looking gentleman sat in the place of honor in front of an audience of Coast Guard service members, who were there to honor his granduncle, their fallen shipmate Alexander Louis Saldarini, acting quartermaster of the cutter *Tampa* during World War I.

John Kendall, grandnephew of Saldarini, sat looking at the audience in awe and shock. He couldn't believe how much these service

**Tampa Continued on page 21**



## Tampa Continued from page 20



*Miami-class cutter USCGC Tampa photographed in harbor, prior to the First World War. All 131 persons on board Tampa were lost when the vessel was sunk by a German torpedo. (U.S. Navy)*

members were going out of their way to honor his granduncle.

“This is more than a celebration of life and service, but a recognition of a family’s legacy of service to this nation,” said Kendall. “Since the 1600s my ancestors have been in America and there has always been a male member of my family who has served in this country’s military branches.”

Kendall was the guest of honor during a ceremony where Burdian, presented the Purple Heart Medal posthumously awarded to Saldarini, which Kendall received on his granduncle’s behalf during a ceremony held at Coast Guard Station Lake Worth Inlet.

Commanding officers from Miami-based Coast Guard cutters attended the ceremony and also presented Kendall with their unit coins as a means to help honor their fellow cutterman.

The shock and awe on Kendall’s face at the honor rendered to him on behalf of his granduncle was mixed with humility.

Few in the audience knew that Kendall himself is a retired serviceman who served during the Vietnam War.

“I was drafted into the military near the end of the war and after my initial military training I was able to get a couple days of leave to go home,” said Kendall, recalling his experience. “I was traveling in my uniform and when I was at

the airport I was spit on, cursed at and called ‘baby killer.’ Now as a 19-year-old kid I didn’t understand how serving my country was a bad thing.”

Kendall said it was something that affected him and later when he finished his time in service he never mentioned his time in service until more recently.

“The honor I’m receiving on behalf of my granduncle just blows my mind as I recall the dishonor I received when I served,” said Kendall, still in awe of how the Coast Guard members rendered honor to him and his family.

The Purple Heart Medal is awarded to members of the armed forces of the U.S. who are wounded by an instrument of war in the hands of the enemy and posthumously to the next of kin in the name of those who are killed in action or die of wounds received in action. It is specifically a combat decoration.

The Purple Heart is described as the military’s oldest medal. Gen. George Washington created it in 1782 to recognize meritorious service—bravery in combat—but it soon fell into disuse. In 1932, to mark the bicentennial of Washington’s birth, Gen. Douglas MacArthur spearheaded an effort to revive the medal. It was designed to commemorate bravery, but also recognized soldiers with wounds.

For more information on the story of the Coast Guard Cutter *Tampa*’s tragic sinking visit <https://www.history.uscg.mil/tampa/>.



## DAUNTLESS AND THE ORIGINS OF DRUG INTERDICTION

by Capt. Daniel A. Laliberte, U.S. Coast Guard retired



*Marijuana was usually compressed and wrapped into watertight bales weighing 30 to 40 pounds. They were offloaded and turned over to U.S. Customs officers when a seized vessel was brought in.*

*U.S. Coast Guard photo provided by Beth Crumley*

On the evening of March 8, 1973, Coast Guard cutter *Dauntless* (WMEC 624) made the Coast Guard's first seizure of a marijuana smuggler when it stopped the sport fisherman *Big L* at the western edge of the Bahamas.

The case had begun two months earlier as a controlled-delivery operation of the Bureau of Narcotics and Dangerous Drugs, forerunner of today's Drug Enforcement Administration. A BNDD agent known only as "Agent Cook," from the Miami Field Office, had convinced the owner of the fishing vessel *Adventurer III*, Roy Warren, to accept an offer from a local drug dealer to pick up a load of marijuana for him in Jamaica. Two undercover agents posing as his crew would assist Warren, and the drugs and conspirators ashore would be seized upon *Adventurer III*'s return to Miami.

Unfortunately, the plan started to fall apart as soon as the load was picked up in Jamaica. The Miami dealer, Michael Parks, was light on cash and the Jamaicans decided that two of their own men would accompany the vessel to ensure delivery of the load and payment of the balance owed. Then, when *Adventurer III* was underway on the return trip, Parks told Warren that rather than returning directly to Miami, he was to

transfer the load to him on board a second vessel near North Cat Cay, ten miles south of Bimini.



*USCGC Dauntless joined the Coast Guard fleet in June 1968. Originally assigned to Miami Beach, Florida the cutter was reassigned to Galveston, Texas, after a major overhaul in 1993. She has operated out of Pensacola, Florida since 2018. U.S. Coast Guard photo provided by RMCS Jack Pickard*

Realizing that the BNDD lacked the capability and jurisdiction to intercept the contact boat outside of U.S. waters, which extended only to 12 nautical miles, Agent Cook turned to the Coast Guard. With perhaps the broadest authority of any U.S. law enforcement entity, the Coast Guard's maritime expertise was exactly what Agent Cook needed. The Service's officers and petty officers may enforce all applicable American laws both in U.S. territorial waters and worldwide on the high seas.

Six agents met Coast Guard Cutter *Dauntless* at homeport in Miami Beach on the morning of March 8. The 210-foot medium-endurance cutter had just returned from two weeks of patrolling the Florida Strait, where it had been searching for Cuban refugees near Cay Sal, at the southwestern edge of the Bahamas. Under Commander Chuck Millrad, *Dauntless*' crew of nine officers and 63 enlisted men had already rescued several hundred Cuban migrants in just two months. Although one of these cases involved recovery



*The sport fisherman Big L as she was photographed just prior to being seized by a boarding party from the Dauntless. U.S. Coast Guard photo provided by CWO Charlie Bozeman*

**Dauntless Continued on page 23**



**Dauntless Continued from page 22**

of several grenades and an automatic pistol, the boardings had been friendly with the Coast Guard viewed as a rescuer.

According to the pre-operation brief, this case might not prove so friendly. After taking on board the BNDD agents, the crew headed toward a sunset rendezvous with a Bahamian police boat southwest of the offload site. The police boat would linger out of sight in case the pick-up boat tried to escape into Bahamian territorial waters. The pick-up boat was now identified as the 38-foot sportsfisherman *Big L*, out of Miami.

Following the rendezvous, the *Dauntless* crew extinguished all navigation lights and steamed stealthily north. A short time later, Warren radioed that the marijuana had been offloaded, but the *Big L* had broken down. The *Adventurer III* had taken the smuggler in tow toward Miami.

Commander. Millradt took charge and ordered his crew to flank speed of 18 knots. When the cutter closed to 600 yards, Millradt simultaneously energized his navigation lights, illuminated both vessels with his 12-inch searchlights, and ordered the *Adventurer III* to heave to. He then sent one of his small boats with a boarding party led by Ens. Penn Shade to circle the *Adventurer III* and continue on to the *Big L*. As his boat drew near, Shade ordered the four persons on board the *Big L* to muster in the cockpit at the stern of the sportsfisherman. Shade thought he heard splashes on the far side of the boat, and hoped that it was the sound of weapons being tossed overboard.

Shade and Gunner's Mate 1<sup>st</sup> Class Charlie Bozeman boarded at the bow of the boat, then worked their way aft on the narrow passages to either side of the main cabin, both smelling the strong, distinctive odor of marijuana. Looking through the cabin's windows, Bozeman noticed bales lying in plain view.

Bozeman had learned to conduct hostile boardings four years earlier, while serving aboard the U.S. Coast Guard Cutter *Spencer* in the waters off Vietnam. The *Spencer* had interdicted dozens of small vessels suspected of

smuggling arms and ammunition from North Vietnam and detained 52 suspected Viet Cong personnel. It was this cadre of old hands like him who would ensure the safety of Coast Guard men and women until the service could develop doctrine and establish a program to train its personnel in law enforcement boarding tactics and procedures.

*I smell marijuana and you're all under arrest.*

-Ens. Penn Shade

When the two men reached the cockpit, Shade announced with more confidence than he felt: "I smell marijuana and you're all under arrest." BNDD agents were then ferried over to assist with handcuffing the prisoners and searching the boat. They found a total of 1,130 pounds of marijuana. The *Adventurer III* was released. Oddly, the absence of Michael Parks among those arrested went unnoticed by the BNDD agents on scene. Apparently, he had crossed from the *Big L* to the *Adventurer III* during the drug transfer and remained hidden there during the interdiction. He was not arrested until the next morning when *Adventurer III* moored in Miami.

After pleading "Nolo contendere" to a charge of conspiracy to import marijuana, all five smugglers were convicted in federal court. As the organizer and primary conspirator, Parks received a 3-year sentence and the rest received six to 12 months each. Over the next eight years, the *Dauntless* crew would continue to seize smuggling vessels carrying an aggregate of more than one million pounds of marijuana.

Today, 45 years later, the *Dauntless* is homeported in Pensacola, Fla. Since that first drug bust, smugglers' preferred cargo has shifted to cocaine, a much more valuable per pound than marijuana, and their typical conveyance has become the "Go Fast" boat. However, the crewmembers of the *Dauntless* continue to successfully interdict smugglers in their patrol area of the Caribbean, Gulf of Mexico and Eastern Pacific.



## NEW NATIONAL SECURITY CUTTER NAMED FOR MCPO-CG CHARLES L. CALHOUN

*RADM Melissa Bert, Director of Governmental and Public Affairs*

The Coast Guard named the 10<sup>th</sup> Legend-Class National Security Cutter (NSC) for the first Master Chief Petty Officer of the Coast Guard, Master Chief Charles Luther Calhoun.

Master Chief Calhoun volunteered for service with the U.S. Navy in 1943. Aboard the escort carrier *USS Lunga Point*, he experienced firsthand the toughest battles fought in the Pacific Theater: Leyte Gulf, Luzon, Iwo Jima, and Okinawa.



*MCPOCG Charles L. Calhoun*

*USS Lunga Point* was awarded the Presidential Unit Commendation Award for “extraordinary heroism and action against enemy Japanese forces in the air, ashore, and afloat.” After being honorably discharged as a Torpedo man Second Class on February 21, 1946, Calhoun enlisted as a Boatswain’s Mate Second Class in the U.S. Coast Guard on September 20, 1946. During his illustrious 30 years of active service, Calhoun served 14 years at sea including a tour aboard the *USCGC Point Orient* in Vietnam. On their first patrol, the crew sighted and exchanged fire with an enemy company of soldiers ashore, becoming the first Coast Guard cutter to fire a shot in that war. On August 27, 1969, in a somewhat quiet, yet monumental moment in our Service’s history, Calhoun “assumed the watch” as the first Master Chief Petty Officer of the Coast Guard, a position he held from August 2, 1969, until he retired on August 1, 1973. He crossed the bar in 2002.

The NSC is the largest and most technologically sophisticated vessel in the Coast Guard fleet.



*Envisioned look of CGC Calhoun (WMSL-759)*

The 418-foot cutter is capable of operating in the most demanding open ocean environments, including the hazardous fisheries of the North Pacific and the vast approaches of the eastern Pacific, where much of the American narcotics traffic originates. With robust command, control, communication, computers, intelligence, surveillance and reconnaissance equipment; stern boat launch and aviation facilities; and long-endurance station keeping, the NSCs are exceptionally well-suited for complex law enforcement and national security missions integrating multiple Coast Guard and partner-agency units.

The Legend-Class has a tradition of honoring women and men who have a legendary status in the Coast Guard’s rich history. These individuals reflect a diversity of missions, historical periods, and career backgrounds, and they continue to inspire us to this day.

These ships are replacing the 378-foot High Endurance Cutters, which have been in service since the 1960s. There are eight Legend-Class NSCs currently in service. Coast Guard Cutters *Bertholf*, *Waesche*, *Stratton*, and *Munro* are stationed in Alameda, California; *Hamilton* and *James* are in Charleston, South Carolina; and *Kimball* and *Midgett* are in Honolulu, Hawaii. The ninth cutter, *Stone*, is slated for delivery in fiscal year 2021. On December 21, 2018, the Service awarded a fixed-price contract option for the production of the 10<sup>th</sup> and 11<sup>th</sup> NSCs.

**CGC Calhoun Continued on page 25**



**CGC Calhoun Continued from page 24**

For more information, visit: <https://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/National-Security-Cutter/> .

## **LT. CMDR. FRANK ERICKSON – COAST GUARD PIONEER OF HELICOPTER FLIGHT**

*Written by Beth L. Crumley  
U.S. Coast Guard Assistant Historian*



*Lt. Cmdr. Frank Erickson and Ensign Walter Bolton with an HNS-1 (Coast Guard Historian's Office)*

Just over 75 years ago, Lt. Cmdr. Frank A. Erickson flew the first helicopter rescue mission in history, ushering in a new era in search and rescue techniques.

Born in Portland, Oregon, Erickson served in the Navy before enlisting in the U.S. Coast Guard. He received an appointment to the Coast Guard Academy and was commissioned in 1931. While at the Academy, Erickson developed a passionate interest in the techniques of search and rescue and, on May 14, 1935, became Coast Guard Aviator #32.

In August 1941, Erickson was serving aboard the cutter Taney in the port of Honolulu and then on Ford Island, Pearl Harbor, as the assistant operations officer. While there, he read an article in Aero Digest Magazine describing a small helicopter built by the Sikorsky Aircraft Corporation. To Erickson, it was unquestionably

the ideal tool for Coast Guard aviation—a tool that would greatly improve search and rescue capabilities.

On Dec. 7, 1941, Erickson witnessed the Japanese attack on Pearl Harbor. From the airplane control tower, he saw Hickam Field erupt in smoke and flames. To the north, smoke billowed up from Wheeler Field, to the west, from Eva Mooring Mast Field. He watched wounded and oil-covered men crawling onto the shoreline of Ford Island. He witnessed others struggling in the water. There was no way to recover those men quickly. Erickson became convinced the helicopter could have saved many lives.



*Lt. Cmdr. Frank Erickson seated at the controls of an HNS-1. (Coast Guard Historian's Office)*

Five months later, in April 1942, Erickson's longtime friend, Lt. Cmdr. William Kossler, chief of the Aviation Engineering Division witnessed a helicopter demonstration at Vought-Sikorsky aircraft plant. He immediately wrote to Erickson, stating, "What a magnificent demonstration! This has to be the answer to the Coast Guard rescue problem!"

**Pioneer Continued on page 26**

**Pioneer Continued from page 25**

In June, Erickson had the opportunity to travel to Sikorsky. Calling it “a day I shall never forget,” Erickson was captivated. Spurred on by what he had witnessed, he wrote to Adm. Russell Waesche, commandant of the Coast Guard, outlining possible future missions for the helicopter. While he fervently believed in its potential as a search and rescue platform, Erickson was also aware of the opposition to the helicopter by both Navy and Coast Guard leadership. While he noted the law enforcement and rescue capabilities of the helicopter, he introduced the potential capacity for “providing aerial protection for convoys against submarine action.”

Erickson was often described as a zealot. According to Kossler, he was “always the salesman, willing to explain the helicopter’s merits to anyone who would listen. His visions of the helicopter’s future seemed highly extravagant to the fixed-wing clan, and his predictions were often ridiculed behind his back.” Together, Erickson and Kossler became an unshakable team, both passionate about the helicopter’s future.

In February 1943, Kossler was directed to create a helicopter training program. Erickson was selected to be the first Coast Guard aviator to qualify as a helicopter pilot. Flying a modified XR-4A, a “rather unstable machine,” Erickson caught on quickly and soloed on June 16 with less than three hours of total flight time.



*USS Turner (US Navy Photo)*

Over the next several months, testing continued on helicopters as an anti-submarine platform.

On Jan. 3, 1944, the helicopter finally took on a rescue role. The destroyer *USS Turner*, anchored near Ambrose Light in Lower New York Bay, suffered an explosion in the early morning hours. A second explosion occurred 47 minutes later, sinking the destroyer. Survivors were brought to a hospital in Sandy Hook, New Jersey. Plasma was badly needed, but a nor’easter raged and all aircraft were grounded. Normal ground delivery proved impossible.

According to the day’s Flight Operations Report, “Rear Adm. Stanley Parker called at 1000 3 January and inquired as to the practicability of sending a helicopter to the Barge Office for the purpose of flying blood plasma to Sandy Hook for the victims of the *USS Turner* disaster.”

Despite the fact that he had not flown in such conditions, Erickson’s response was immediate. Such a flight could prove that the helicopter was the future of Coast Guard rescue capabilities. Clearance had to be obtained from the Commander New York Air Patrol as Floyd Bennett Field was closed because of weather. Finally, at 10:20 a.m., the HNS-1 helicopter #46445, with Erickson at the controls and co-piloted by Ensign Walter Bolton, lifted off in swirling snow and gusty winds.

The flight to Battery Park was characterized by extremely low visibility, and strong winds.



*HNS-1 in Flight (Coast Guard Historian’s Office)*

“We practically had to ‘feel’ our way around the ships in Gravesend Bay,” Erickson later stated.

**Pioneer Continued on page 27**



**Pioneer Continued from page 26**

Bolton stayed behind after plasma was loaded into the helicopter. Blocked by trees to the front, the only way to get out was to back out. Battered by winds, Erickson deftly coaxed the helicopter into flight. At approximately 10:55 a.m., the HNS-1 finally rose vertically, and landed at Sandy Hook Coast Guard Station at 11:09.

“Weather conditions were such that this flight could not have been made by any other type of aircraft,” Erickson state. He added that the flight was “routine for the helicopter.”

The New York Times lauded the historic flight stating:

*It was indeed routine for the strange rotary-winded machine which Igor Sikorsky has brought to practical flight, but it shows in striking fashion how the helicopter can make use of tiny landing areas in conditions of visibility which make other types of flying impossible....Nothing can dim the future of a machine which can take in its stride weather conditions such as those which prevailed in New York on Monday.*

Kossler wrote a recommendation that Erickson receive a Distinguished Flying Cross for the January 1944 rescue mission, but no action was ever taken. Perhaps the greatest monument to Frank Erickson is the number of those rescued by helicopter over the years since this first helicopter mission in 1943 – among those were 12,535 air rescues in a period of two weeks during Hurricane Katrina. During the unprecedented hurricane season of 2017, 11,363 lives were saved. This is a testimony to Erickson’s vision, passion, and unshakable belief in the capabilities of the helicopter.



## HONORING COMMANDER CARLTON SKINNER: A TRAILBLAZER FOR CIVIL RIGHTS IN THE COAST GUARD

*14<sup>th</sup> District Public Affairs*



Adm. Karl Shultz, the commandant of the Coast Guard, presided over the groundbreaking of the new Cmdr. Carlton Skinner building at Naval Base Guam, July 22, 2019. The building will support three new Fast Response Cutters to arrive in Guam over the next three years.  
(USCG photo by Auxiliarist David Liu/Released)



Undated photo of Cmdr. Carlton Skinner aboard the USS Sea Cloud along with several African American crewmembers. (Photo courtesy of CG historian's office)

SANTA-RITA, Guam — Seventy-years after President Harry Truman appointed Carlton Skinner the first civilian governor of Guam, Adm. Karl Shultz, the commandant of the Coast Guard, presided over the groundbreaking of the new Cmdr. Carlton Skinner building at Naval Base Guam, Monday, July 15<sup>th</sup>.

The building will support three new Fast Response Cutters replacing the two 110-foot

**Skinner Continued on page 28**

**Skinner Continued from page 27**

Island Class cutters currently stationed in Guam as the Coast Guard continues its efforts to modernize its fleet to better respond to an ever-evolving and interconnected global maritime transportation system. Guam will receive three FRCs in the coming years to replace the aging 110-foot Island-class patrol boats. The FRCs are the mainstay of the Coast Guard's recapitalized coastal patrol fleet, providing multi-mission capabilities and interagency interoperability. These cutters feature advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance equipment; over-the-horizon cutter boat employment to reach vessels of interest; and improved habitability and sea-keeping characteristics. They are each crewed by 24 members eager to conduct Coast Guard operations and serve the residents and mariners of the Pacific.

The Indo-Pacific is a region of critical strategic importance. The Coast Guard is committed to ensuring a free and open Indo-Pacific. Our specialized capabilities and expansive network of international partnerships enable us to build partner-nation capacity and model the rules-based values and behaviors that we want to see in the region. The new FRCs will help the Coast Guard accomplish this sustained effort.

Cmdr. Skinner served in the U.S. Coast Guard, at times incorporated into the Navy, from 1941 to 1945. He championed desegregation efforts by successfully sailing with the first fully integrated crew in the history of the Coast Guard and Navy. President Truman appointed Cmdr. Skinner as the first non-military Governor of Guam, a post he held from 27 September 1949 until 20 January 1953. He wrote and secured passage of the Organic Act of 1950 – Guam's Constitution. The act established local government and self-rule as an unincorporated territory of the United States and remains in use today. After leaving the governor's post in 1953, he served as the chief financial officer for American President Lines, Colt Industries, and Fairbanks-Morse. Presidents

Kennedy and Johnson appointed Skinner to two consecutive terms on the South Pacific Commission. Nearly 60 years after he left office, Skinner remains one of Guam's most recognized former governors.

"We are growing our presence and capabilities in the Indo-Pacific," said Schultz. "We broke ground on a state-of-the-art support facility for three new Fast Response Cutters, which will be homeported in Guam and patrol throughout the region, protecting U.S. national security and economic interests. Named after Carlton Skinner, a U.S. Coast Guard WWII veteran and the first civilian governor of Guam, this FRC Maintenance Team Building is a physical representation of our close ties to the people of Guam, its history, and our longstanding commitment to their liberty. Semper Paratus!"

Skinner was an advocate for greater self-rule for the people of the territory. Guam was under military-control since the United States had taken it from Spain during the Spanish-American War. During an interview in 1970 with James A. Oestele for the John F. Kennedy Library History Program, Skinner stated his view on how he felt concerning self-rule in the Pacific.

"I don't have the precise date.... But the Navy had ruled these islands continuously ever since, and in my opinion, the people were denied their basic civil rights by being under military rule, various aspects of that, not the least of which was that they had no legislative bodies with legislative powers," said Skinner.

Skinner was a part of the drafting process for the Guam Organic Act of 1950, the constitution of Guam, and breaking the chain of military rule. This event was not the first time he was a trailblazer for civil rights.

During World War II, Skinner was the executive officer aboard the *Coast Guard Cutter Northland (WPG 49)* as it patrolled off the coast of Greenland. It was his job to evaluate and recommend service members under his

**Skinner Continued on page 29**



**Skinner Continued from page 28**

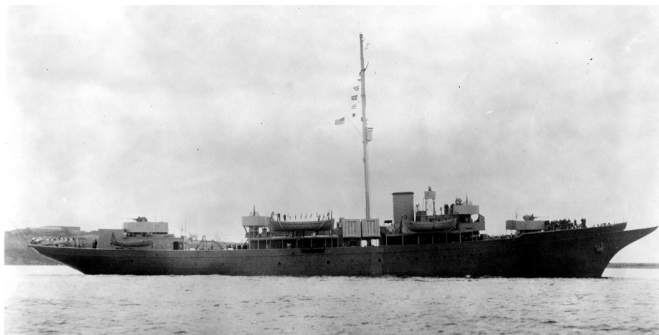
command for advancement.

At the time, the United States military segregated African-Americans and limited them to specific rates aboard ships. Skinner recalled in the interview with Oestele, a particular African-American steward's mate who served under him.

In Skinner's words, this steward was a genius with diesel motors. Skinner said he would spend all his free time in the engine room, studying motors and their manuals, and desired to be a motor machinist's mate. The rate was prohibited to African-Americans at the time.

"It seems to me very logical that he should be, and I had him examined for this and recommend him to headquarters and headquarters sent back that he could not be because he was [African-American]," said Skinner. "This irritated me; it infuriated me. I had him re-examined, and appealed, and finally he was rated as a motor machinist's mate."

Skinner went on to discuss how this situation made him view the bigger problem of racial segregation in the Coast Guard and Navy. When the cutter returned from Greenland, he recommended to the commandant of the Coast Guard a program be created for the inclusion of African-Americans in the general ratings at sea.



*USS Sea Cloud (IX-99)*

This effort was the birth of the *USS Sea Cloud* (IX-99) experiment. Skinner received orders to become the executive officer of the *Sea Cloud*, a Navy weather ship, in 1943. He was later made the ship's commanding officer, and began overseeing desegregation of the vessel with

African-American sailors filling general rating roles. Within a few months, there were over 50 African-Americans assigned to the ship.

The experiment to deliberately desegregate an American warship was a first. Skinner had asked for no special treatment or publicity as the cutter fulfilled its roles without incident, proving the process should and could work.

With Skinner's history in mind it is fitting that, 76 years after the *Sea Cloud* experiment began, the building now bearing his name will provide support for two cutters named after minorities who broke through prejudicial barriers in their time.

The Fast Response Cutters *Oliver Henry* (WPC-1140), *Myrtle Hazard* (WPC-1139) and *Frederick Hatch* (WPC-1143) are scheduled to arrive in Guam over the next three years.

*Oliver Henry* is recognized as the first African-American to successfully make the transfer from steward's mate to motor machinist's mate and may very well have been the steward's mate Skinner had referred to in his interview as they both served aboard the *Northland* together during the Greenland patrol.

*Myrtle Hazard* is considered the first active-duty female Coast Guard service member. She served as an electrician's mate in 1918, and while women had served in several different capacities to the precursor services of the Coast Guard such as lighthouse keepers, she was the first enlisted female service member in the Service.

The Coast Guard remains committed to the concept of diversity all these years after Skinner began his time on the *Sea Cloud*. Recently, the commandant has made diversity within the Coast Guard a top priority. One of Shultz's primary directives is to recruit and retain an inclusive and diverse workforce that reflects the American public the Coast Guard Serves.

"Our leaders must be champions of diversity and inclusion at all levels of the Service," said Schultz,

**Skinner Continued on page 30**

**Skinner Continued from page 29**

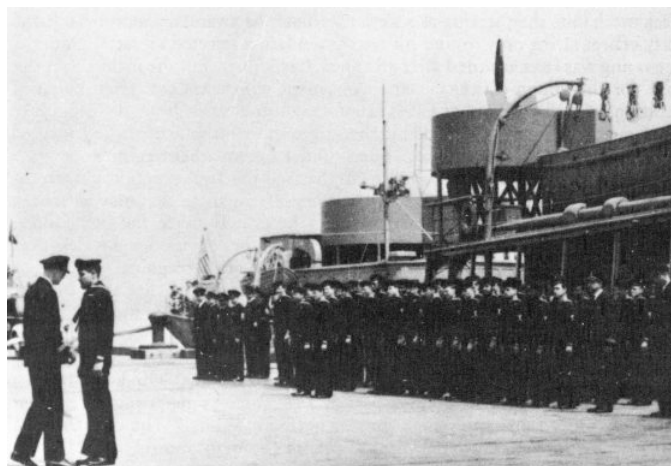
"Now is the time to make tangible changes to the way our Service approaches diversity and inclusion. It starts with us, but our message must make it to all levels of the Coast Guard. Carry our message, Shipmates."

Vincent Patton, who served as the master chief petty officer of the Coast Guard from 1998 to 2002, stated Skinner was a leading figure in integrating the United States military during an interview with the publication SFGate in 2004. He also said Skinner had received little credit for it.

"But then he wasn't interested in getting a lot of notice, and Mr. Skinner said all along this wasn't about creating a social experiment... but about putting people in the right job," said Patton.



*LCDR Skinner on the USCGC Sea Cloud, June 1948*



*USS Sea Cloud crew mustered on the dock during its deployment as a cutter and weather ship. (USCG photo)*

## RETIRED U.S. COAST GUARD CUTTERS ARRIVE IN ODESSA TO JOIN UKRAINIAN NAVY

*By: Ben Werner*



*Members of the Ukrainian navy train aboard a retired U.S. Coast Guard Island-class cutter that was transferred to Ukraine. Ukraine navy photo.*

Two former Coast Guard Island-class cutters arrived in Odessa, Ukraine, on Monday, October 21<sup>st</sup> as part of a program to beef up Ukraine's navy with retired U.S. vessels.

The two cutters, renamed by Ukraine *Slavyansk* (P190) and *Starobilsk* (P191), are the first in a planned deal to send four Island-class hulls to Ukraine, as part of U.S. program sending excess military equipment to other nations. The ships

**Ukrainian Continued on page 31**



### Ukrainian Continued from page 30

will be based in Odessa, according to the Kyiv-based UNIAN independent news agency.

The general cargo ship Ocean Freedom delivering the two cutters arrived at the Black Sea port of Odessa, according to Istanbul-based ship spotters and UNIAN.

A year ago, Ukraine took ownership of the ships, formerly named *USCGC Cushing* (WPB-1321) and *USCGC Drummond* (WPB-1323). At the time, Petro Poroshenko, the former Ukrainian president, heralded the handover as a boost to his nation's ability to protect its shoreline and maritime rights, according to a news account by the Interfax-Ukraine news agency.

"We aim at convincing the Kremlin of our determination to protect the Ukrainian coast, just like we are defending our land in Donbas, our sovereignty, freedom, and democracy. Solidarity, unity, and support will enable us to protect this thin red line from the aggressor not with bullets, but with our determination to act," Poroshenko said during a 2018 ceremony marking the transfer of the two ships to the Ukrainian Navy, according to Interfax-Ukraine news agency.

An example of the threat facing Ukraine occurred in November. Russian maritime forces fired on and seized three Ukrainian naval vessels that were attempting to sail from the Black Sea into the Sea of Azov through the Kerch Strait, USNI News reported.



*Former Coast Guard cutters transit the Bosphorus into the Black Sea on Sunday.  
Photo by Yörük Işık used with permission*

The delivery of Island-class cutters to Ukraine had been in the works since 2014, when Russian forces seized Ukraine's Crimean peninsula, which was home to a large portion of Ukraine's navy. Transferring the Island-class cutters to Ukraine was intended to increase Ukraine's naval capabilities. However, the deal was delayed for years as details were worked out, according to a report from The Atlantic Council.

During the summer, Ukrainian sailors trained in Baltimore to learn how to operate the Island-class cutters, according to the Ukrainian Navy. The Ukrainian sailors completed their training last month.

The training included learning how to operate the bridge controls and electronic map navigation systems, along with practice maneuvering the ships to pick up inflatable rigid-hull boats, according to the Ukrainian Navy.

The first Island-class cutter contract was awarded in 1984 to Bollinger Shipyards. The Coast Guard initially planned to use the cutters in the Southeastern United States. The U.S. Coast Guard started replacing the class with newer Sentinel-class cutters in 2014.



*USCGC Cushing (WPB-1321) and USCGC Drummond (WPB-1323) now in the Ukraine as the *Slavyansk* (P190) and *Starobilsk* (P191).  
Ukraine navy photo.*

## COAST GUARD REMINDS MARINERS OF BOATING ETIQUETTE

*Coast Guard PA Detachment Astoria*



*USCGC MLB Intrepid 52315 from Station Coos Bay on patrol. USCG Photo*

As boaters take to the water, the Coast Guard is responding to an increased number of preventable incidents and Good Samaritans are lending a hand.

“Most drowning and near-drowning incidents are preventable, if people used proper precautions,” said Capt. Olav Saboe, commander of Coast Guard Sector North Bend. “To reduce the risk of drowning, it is important for boaters to wear a life-jacket at all times. You may not have a chance to put it on, if and when a sudden emergency strikes.”

This comes in response to a recent incident in which a halibut angler fell overboard without a lifejacket while fishing alone, 14 miles west of Newport, Ore., May 29.

He was forced to tread water, fully clothed, in frigid conditions, until help arrived and without a life jacket, his chances of survival were extremely low.

Luckily, the man had a handheld VHF radio attached to his person. He used it to contact the Coast Guard as well as a nearby vessels.

The Coast Guard launched all available assets just minutes after the MAYDAY call came in. However, it was a Good Samaritan that reached the angler first and pulled him from the water before he succumbed to the disastrous situation.



“That case highlights the importance of the Maritime Rescue Doctrine,” said Chief Warrant Officer Thomas Molloy, commanding officer of Station Yaquina Bay. “Good Samaritans are very often the first to arrive on-scene and the Coast Guard encourages responsible action.”

A Good Samaritan is the operator of a private vessel who renders voluntary aid, without compensation, to a person who is injured or to a vessel in danger.

Good Samaritans are expected to exercise reasonable care, to avoid negligent conduct which might worsen the position of the victims, and to avoid reckless and wanton conduct in performing the rescue.

“It is extremely important, that if you hear a MAYDAY call over the radio, that you remain silent, listen, and write down or record any information you hear,” said Molloy. “The most important information is going to be location, location, location. Coordinates, latitude, longitude, geographical reference points. If the initial call is too weak to reach Coast Guard watchstanders, you may have to relay everything you just heard.”

Some recent search and rescue cases that the Coast Guard responded to have involved solo boaters.

Taking to the water in any craft alone is extremely dangerous and the Coast Guard recommends never going out without a partner.

Along with using the buddy system, it’s always safer to tell someone where you are going and when you expect to be back.

Learn navigation rules, contact information, buoy information, vessel requirements, and

**Etiquette Continued on page 33**



**Etiquette Continued from page 32**

lifejacket recommendations for your boat.



The Coast Guard recommends keeping a waterproof marine radio on you, in case your mobile device runs out of battery, service range, or if you accidentally drop it into the water while trying to take a selfie.

A VHF radio may also help mariners stay informed of Urgent Marine Information Broadcasts (UMIB). A UMIB is used to alert potential Good Samaritans, in an area where there is a vessel in distress.

Federal statute, 46 USC 2304, requires a master to render assistance if the master can do so without serious danger to master's vessel or individuals on board.

"Good Samaritans save lives," said Saboe. "But responsible boating saves more. Mariners need to remember their safe boating etiquette."

**SAFE BOATING ETIQUETTE**

- Make sure your craft and all safety equipment are in good working order before you get on the water. That includes your lifejacket. Make sure it fits well, and wear it at all times.



- Do not consume drugs or alcohol when operating a boat. There are stringent

penalties for violating BUI/BWI laws, which can include large fines, suspension or revocation of boat operator privileges and jail terms..

- Large commercial and military ships have the right-of-way over smaller and more maneuverable boats on the water. It is illegal according to Rule 9 of the Inland and International Rules of the Road for boats less than 65 feet in length to impede the passage of these ships or to cross in front of these ships that impede their passage.
- Plan ahead so everyone in the boat knows what their roll will be in case of an accident.
- File a float plan. A float plan is simply letting family and friends know where you are going and your expected time of return. File a float plan with someone who is not getting underway with you and stick to the plan. A float plan assists responders in the search of an overdue boater who may be in distress. Float plans can be filed through the Coast Guard's web site at <http://floatplancentral.cgaux.org/download/USCGFloatPlan.pdf> or by using the below QR codes.

**Coast Guard Boating Safety App**

iOS

Android



- Make sure that everyone in the boat is on the lookout for potential dangers, not just the driver. Let the driver know if you see anything of concern. Do not assume he has spotted the coming danger.
- Never turn your back on the water. There are strong rip currents along the Pacific coast, and sneaker waves are common.
- Be on the lookout for illegal charters. If the vessel is carrying six or more passengers it must have a valid Coast Guard Certificate of Inspection. Passengers can ask the



**Boating Continued on page 34**

**Boating Continued from page 33**

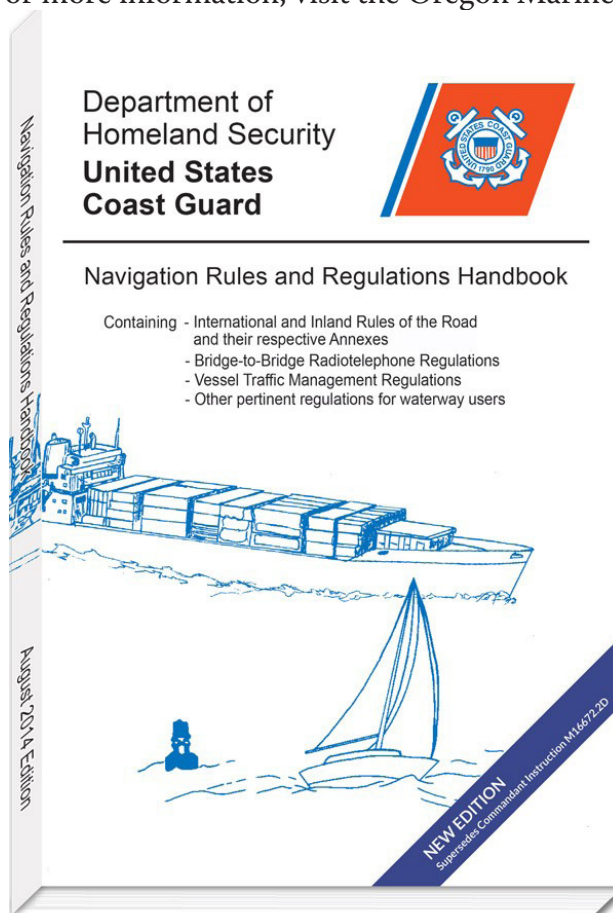
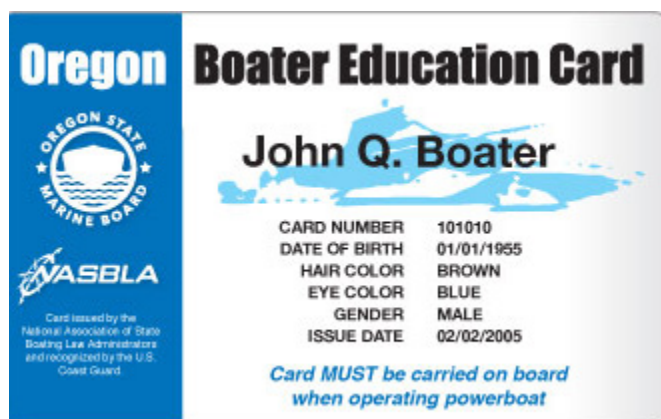
captain of the vessel to verify their license and the inspection status of the boat. The inspection stickers can be seen in the above photo.

- Do not carry more passengers than a boat is designed for. Check the boat's maximum capacity plate (if equipped). Do not carry more passengers or more weight than the boat is designed for. Overloading can cause the boat to ride lower in the water, reduce the vessel's stability and greatly increase the chance of capsizing. Additionally, too much weight on one side of the boat can cause the vessel to list and increase the chances of capsizing.
- Dress for the water temperature, not the air temperature. Even if boaters don't plan to enter the water, they should be prepared for an emergency. Paddleboarders, kayakers and wind surfers who are likely to go in the water should wear a wet suit to decrease their risk of hypothermia and a life jacket to prevent

them from drowning before rescuers can get on scene.

- Anyone operating a boat in Oregon or Washington is required to have a state-issued, valid boaters-operator card.
- Learn the "rules of the road" and when on the water, follow them.

For more information, visit the Oregon Marine



Board Safety page at: [www.oregon.gov/osmb/boater-info/Pages/Safety-and-Education.aspx](http://www.oregon.gov/osmb/boater-info/Pages/Safety-and-Education.aspx)  
or <https://boat.wa.gov>

For the Coast Guard Mobile App visit: <https://uscgboating.org/mobile/>



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*What fits between an 82' Point class and the 95' Cape class patrol boat? Well that's easy, the Marine Protector class which replaced the Point class patrol boats in the United States Coast Guard. The 87-foot-long vessels are based on the Stan 2600 design by Damen Group, and were built by Bollinger Shipyards of Lockport, Louisiana. Each boat is named after a marine predator. The Coast Guard placed its original order for the Marine Protector class in 1999 for 50 boats, which were delivered by mid-2002. Several additional orders brought the class to a total of 74 ships, with the last, USCGC Sea Fox, being completed in October 2009. Nine of these boats are homeported within the 13<sup>th</sup> District, all of which are in Washington state. The last Point-class patrol boat was decommissioned in 2003.*

## HOW WE SERVED...TODAY IN THE U. S. COAST GUARD

CGC Osprey (WPB 87307)	Port Townsend, WA
CGC Adekue (WPB-87333)	Port Angeles, WA
CGC Wahoo (WPB-87345)	Port Angeles, WA
CGC Sea Lion (WPB-87352)	Bellingham, WA
CGC Swordfish (WPB-87358)	Port Angeles, WA
CGC Blue Shark WPB-(87360)	Everett, WA

CGC Terrapin (WPB-87366)	Bellingham, WA
CGC Sea Devil (WPB-87368)	Bangor, WA
CGC Sea Fox (WPB-87374)	Bangor, WA

