



United States Coast Guard Retiree Council Northwest

USCGC COURIER (WAGR 410): COLD WAR HERO

By Denise C Clemens

United States Coast Guard Cutter Courier 410-WAGR was a radio broadcasting ship stationed at Rhodes, Greece for 12 years, 1952-1964. It broadcast Voice of America programming to the world, but particularly to Eastern Bloc countries and those behind the Iron Curtain. Called "a ship without arms" by President Harry S. Truman, *CGC Courier* spread the hope and freedom of democracy peacefully during the Cold War.

If you've never heard of *USCGC Courier (WTR 410)*, you are not alone. Although the ship's name changed several times during its life, *USCGC Courier 410-WAGR* was a one of a kind vessel. *Courier's* story begins with the end of WWII.

The ship was built to be a 300 foot long C1-M-AV1 cargo vessel. The newly produced vessel was named *USS*



USCGC Courier (WAGR and WTR 410) USCG Photo

Doddridge AK-176. Its purpose was the hauling of supplies to small islands in the Pacific that were being occupied by troops advancing to Japan's mainland. *Messenger* had not yet been called to duty when the U.S. effectively ended WWII by dropping two atomic bombs on Japan. *Coastal Messenger* found itself unemployed but not for long. Before accepting the ship for civilian use, the U.S. Maritime Administration, changed the name of *USS Doddridge* to *M/V Coastal Messenger*.

The government decided to lease the brand new ship to two fruit companies in which it was heavily invested. Standard Fruit Steamship Company and Grace Line, Inc. both employed *Coastal Messenger* to ship fruit, particularly bananas which were in huge demand. The ship was cruising the northern coast of South America on its Venezuelan route when it ran aground at Lake Maracaibo. It suffered extensive damage and was stuck for 11 days.

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Subsequently, the ship was mothballed into the reserve fleet where it languished into rust.

Back on the home front, post-war tensions were an escalating evil. The United Soviet Socialist Republic (USSR) had sided with the Allied troops for one reason. They were attacked by Germany and had suffered major losses of lives, property, and funds. Once the war ended, the two super powers, the U.S. and the USSR, found themselves diametrically opposed on just about everything. The USSR held many grudges that concerned war reparations, fair borderlines, the U.S. buildup of arms, and American interference in their ability to establish Soviet-run governments in geographical areas they were managing.

Established in 1924, the Soviet Union maintained an international radio center. All Union Radio, based in Moscow, broadcasted Soviet propaganda in 50 languages plus dialects. The Soviets wasted no time venting their built-up hostility against America. Although many bills were introduced to the American Congress to build a government sponsored radio service, primarily to fight false propaganda, none passed. The lack of such a radio station was the equivalent of America biting itself in the behind. The U.S. had no international voice. It was losing the hearts and minds of the people of the world who were being informed about America through the lens of a Communist-leaning government. America's world view, economics, politics, and way of life were being damaged by enemy lies.

A committee of professional citizens appealed to the Department of State to take action. They pointed out that because the U.S. government was remaining indifferent to the way America was being portrayed to foreign countries, America was losing not only status in the world, but trust. Soviet propaganda denigrated, demonized, and misrepresented America. Since Soviet propaganda was all that was heard, that was what people believed. The Soviets were winning the war of ideas and America was

losing. While on the air, the Soviets were heard bragging that they were winning the fight against America! Finally, Congress passed a funding bill in 1946.

As a result, the Voice of America was transferred to the Department of State. Programming was designed to create understanding and friendship. The broadcasts consisted of human interest stories, news, and music. However, there was one large problem. The Soviets used 1,000 jamming devices to sabotage VOA programming. It was estimated that only 30% of the broadcast information was available to be heard.



President Truman & Capt Oscar C. V. Wev at commissioning of ship. US Govt photo

Enter President Harry S. Truman. He joined with the State Department to create a way to counter Soviet propaganda and jamming. The plan required powerful transmitting equipment not yet fully developed. Super powerful transmitters were the heart of a formula to make VOA transmissions so strong, they could not be obliterated. To strengthen the transmissions, six high powered transmitters would be placed on the east and west coasts of the U.S. They would link to 14 one-megawatt relay bases overseas that would be placed to form a ring around the Soviet Union. Six of them would be sea-based.

Truman justified the distribution of American propaganda as an instrument of peace that would combat enemy lies. He called it the Campaign of Truth. Congress approved start-up funds of \$41.2 million. The State Department

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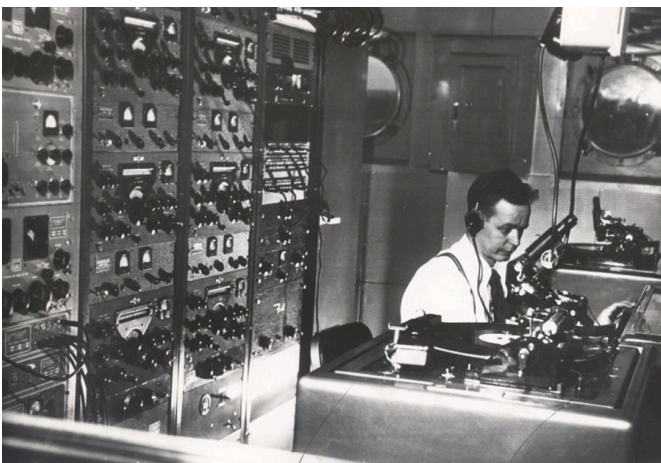
Courier Continued from page 2

began looking for a ship to transform into the highest powered radio transmitter most Americans had ever seen or heard. Even though it looked like an unsalvageable rust bucket, *Coastal Messenger* was taken out of mothballs to be re-designed into a floating transmitter adorned with equipment to broadcast VOA programming to Eastern Block and Iron Curtain countries. The ship became *USS Courier* and was given the code name “Vagabond-Able”.



USCGC Courier (WTR 410), USCG Photo

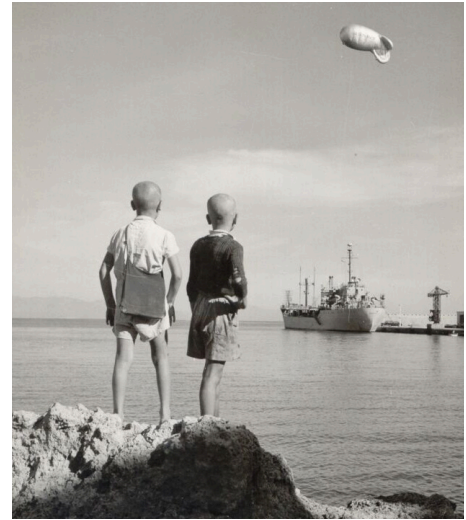
The ship was planned to be operated by the U.S. Navy and its base would be Korea. Second thoughts about the escalating Korean War came into play. Plus the fact that a Navy vessel, normally used for defense, would be too threatening to Cold War enemies. The plan changed completely. The ship would be unarmed and operated by the U.S. Coast Guard and based in a surprising location — Rhodes, Greece. From *Doddridge* to *Coastal Messenger* to *USS Courier* to *USCGC Courier 410*, the ship



Voice of America broadcast from USCGC Courier USCG Photo

and its name would drop anchor at the gateway to the Middle East.

America developed a special relationship with Greece at the end of WWII. The country was decimated from repeated occupation by Italian Fascists and German Nazis followed by a raging and ongoing civil war.



CGC Courier dockside in Rhodes Greece. USCG Photo

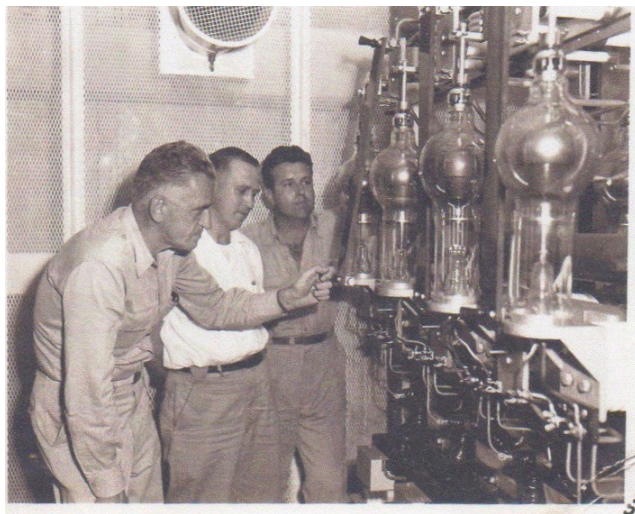
The country was a sitting duck for communist takeover. America was the world’s economic super power. President Truman realized the end of the war placed the U.S. in the role of global leader. He developed the Truman Doctrine and the Marshall Plan. The U.S. Foreign Policy for the following 44 years became that of halting the spread of Communism.

The Truman Doctrine states the need to take action to “support free peoples who are resisting attempted subjugation by armed minorities or by outside pressure.” Congress authorized \$400 million aid to Greece for the quick rebuilding of war damage and fighting troops. Greece was the first beneficiary of such funding. Countering Communism in Greece formed a direct and supportive relationship between it and the United States that still exists. Greece said yes to *Courier*.

After a three month shakedown cruise to South and Central America, *Courier* headed to Rhodes, Greece, its only port for 12 years. *Courier* was an oddball among Coast Guard cutters. It did not perform SAR (search and rescue), law enforcement, or aids to navigation. The

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STATE DEPARTMENT PERSONEL ON COURIER

ship was acquired as part of a joint operation between the Department of State and the United States Coast Guard (USCG). Its mission was to broadcast what many called American propaganda. Nonetheless, the VOA considers its most important assets to be accuracy, quality, and credibility. Its audiences perceived it as an objective and reliable source of information then as well as today.

As it turned out, Truman did not run for President in 1952. The newly elected administration made drastic cuts to the Campaign of Truth funding. Only one sea-based vessel was completed and it was commissioned as *USCGC Courier 410-WAGR*. Many characteristics separated *Courier* from other Coast Guard cutters such as:

- The massive diesel powered generators used to supply the power required by VOA transmitters
- The VOA transmitters – one RCA 150 KW transmitter for the AM Broadcast band; two Collins 35 KW transmitters for the shortwave bands
- Unique antennas used by the RCA transmitter – a vertical monopole supported by a barrage balloon; an inverted Delta between the masts

- Vertical folded conical monopole antennas used for the Collins shortwave transmitters, one in the 7 MHZ band, one in the 11 MHZ band
- An onboard studio that could be used to originate live or recorded programming when the VOA short-wave feed from the U.S. was not available
- The ship was commissioned by the U.S. Information Agency to function as an electronic weapon for combatting Soviet jamming and to enable the Voice of America to cover areas previously beyond reach
- *Courier* was dedicated to peace and justice by President Harry S. Truman in a transmission that was broadcasted around the world in 45 languages and dialects.

Berthed in Greece, *Courier* did not enter U.S. territorial waters until new technologies took over its broadcasting job. In 1964, the ship was called back to the U.S. It was designated out of commission, in reserve. It provided dockside training, dangerous cargo handling, and merchant marine safety lessons. In 1966, the ship was recommissioned as *Courier 410-WTR*. *Courier* was the first Reserve Training vessel designed to provide a mobile support base for Port Security. Included was two weeks active duty in ports from the Gulf of Mexico to the Great Lakes. The ship was stationed at Yorktown, Virginia and operated by the Coast Guard Reserve. *Courier* became a training vessel carrying accommodations for 220 trainees, patrol boats, and communication equipment. Its small boats were used to train reservists in harbor patrols while the cargo handling equipment was employed to train reservists in handling dangerous cargoes.

USCGC Courier 410-WAGR/WTR was decommissioned in 1972 and scrapped in 1977, a sad ending for a one-of-a-kind radio transmitting ship with a noble mission. Without weapons, *Courier* played a major role helping its country win the fight against Communism.



2020 VOTER REGISTRATION AND ABSENTEE BALLOT NOTIFICATION

CAPT G. T. Prestidge, CO, USCG Personnel Service Center

The right of U.S. citizens to vote is a fundamental right protected by the U.S. Constitution. Every eligible voter must have the opportunity to register and vote, in person or by absentee, in any election for which he or she is eligible. 2020 is a federal voting year and all eligible voters are encouraged to vote.

To vote in U.S. elections, members must be registered in their state of legal residence. If members are not going to be present in their state of legal residence to vote, they may do so by using an absentee ballot. Eligible voters who wish to register and vote absentee should do so by completing the Federal Post Card Application (FPCA).

The FPCA (SF-76) can be completed easily online at the FVAP website <http://www.fvap.gov>. The website has an automated assistant to help members complete, save, and print the FPCA. Additionally, they can print a pre-paid envelope template for submission by mail. The FPCA is postage-paid within the U.S. Postal Service system, including APO and FPO addresses. Many states and territories allow return of FPCAs by email or fax. Note: Each state or territory has specific instructions for completing and submitting to local election offices.

Commands should provide the FPCA to all military personnel and their eligible family members by:

- a. Communicating to all their members the FPCA availability on the FVAP website.
- b. Having Unit Voting Assistance Officers conduct training or briefs on the completion of the FPCA. Training material is available at <http://www.fvap.gov/military-voter/additional-info>.
- c. Providing hardcopy FPCAs to members.
- d. Conducting other voting emphasis events or initiatives to ensure all members understand their rights to vote and have been provided access to the FPCA.

As election primaries took place as early as 03-Feb-2020, personnel should take action as soon as possible.

For questions please contact the Service Voting Action Officer, Ms. Keirsten Current at keirsten.e.current2@uscg.mil.

Voter Registration and Absentee Ballot Request Federal Post Card Application (FPCA)

This form is for absent Uniformed Service members, their families, and citizens residing outside the United States. It is used to register to vote, request an absentee ballot, and update your contact information. See your state's instructions at FVAP.gov.

Print clearly in blue or black ink, please see back for instructions.

1. Who are you? Pick one.

I request an absentee ballot for all elections in which I am eligible I am on active duty in the Uniformed Services or Merchant Marine -OR- I am an eligible spouse or dependent. I am a U.S. citizen living outside the country, and I intend to return. I am a U.S. citizen living outside the country, and my intent to return is uncertain. I am a U.S. citizen living outside the country, and I have never lived in the United States.

Last name Suffix (Jr, II) Sex Male Female

First name Previous names (if applicable)

Middle name Birth date (MM/DD/YYYY) / /

Social Security Number - - Driver's license or State ID #

2. What is your address in the U.S. state or territory where you are registering to vote and requesting an absentee ballot?

Your voting materials will not be sent to this address. See instructions on other side of form.

Street address Apt #

City, town, village State

County ZIP

3. Where are you now? You MUST give your CURRENT address to receive your voting materials.

Your mailing address. (Different from above)

Your mail forwarding address. (If different from mailing address)

4. What is your contact information? This is so election officials can reach you about your request.

Provide the country code and area code with your phone and fax number. Do not use a Defense Switched Network (DSN) number.

Email: Phone:

Alternate email: Fax:

5. What are your preferences for upcoming elections?

A. How do you want to receive voting materials from your election office? (Select One) Mail Email or online Fax

B. What is your political party for primary elections?

6. What additional information must you provide?

Puerto Rico and Vermont require more information, see back for instructions. Additional state instructions may be found at FVAP.gov. You may also use this space to clarify your voter information.

7. You must read and sign this statement.

I swear or affirm, under penalty of perjury, that:

- The information on this form is true, accurate, and complete to the best of my knowledge. I understand that a material misstatement of fact in completion of this document may constitute grounds for conviction of perjury.
- I am a U.S. citizen, at least 18 years of age (or will be by the day of the election), eligible to vote in the requested jurisdiction, and
- I am not disqualified to vote due to having been convicted of a felony or other disqualifying offense, nor have I been adjudicated mentally incompetent; or if so, my voting rights have been reinstated; and
- I am not registering, requesting a ballot, or voting in any other jurisdiction in the United States, except the jurisdiction cited in this voting form.

Sign here X

Today's date (MM/DD/YYYY) / /

This information is for official use only. Any unauthorized release may be punishable by law. Previous editions are obsolete. Standard Form 76 (Rev. 04-2019), OMB No. 0704-0003



You Are Cordially Invited to the

Coast Guard Base New Orleans Retiree Council Mess Night 2020

*Celebrating 100 Years Of Leadership
from Coast Guard Chief Petty Officers
And Honoring 50 Years Of Service*

Master Chief Petty Officers of the Coast Guard and Coast Guard Reserve Keynote Speaker MCPO-CG 7 Rick Trent (1994–1998)

Live music by “Just US”

Appetizers

Chatuterrie Station

(Cured Meats, Assorted Cheeses, Assorted Olives, Dried Fruit, Strawberries, Grapes)

Menu

Honey Mustard Champagne Tossed Salad

Roasted Garlic & Cracked Peppercorn Ribeye Carving Station

With a Red Wine Demi Glaze

Or

Parmesan Pecan Crusted Salmon Filets

With a Lemon Rosemary Cream Sauce

Gouda and Cheddar Grits

Balsamic Braised Brussel Sprouts n Pancetta

Desserts Station

Assorted Cheesecakes, Lemon Pana Cotta with a Raspberry Coulis

Beverages

Red & White Wine, Beer, Soft Drinks

\$35 Per Person – Attendance Limited To First 90 Reservations

Reservations ***Must Be Received By 1 March 2020*** (Food Order)

At: *Base New Orleans, 1790 Saturn Blvd, New Orleans*

Saturday, 14 March 2020 at 1800, Meet and Greet starts at 1730

Uniform (Any) Or Nice Civilian Attire



MCPO-CG 7 Rick Trent



Mess Night Continued on page 7

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Open To Active Duty, Reserve, Retired, Auxiliary and Friends

A fun night of tradition, laughter, toasts, great food, great music, and great speakers can be yours at a bargain price!

Payment must be made in advance, NO reservations to pay at the door (We lost a lot last year from no-shows)

Full names for all attending. Must be provided for security at the front gate

Please indicate both name and entrée' choice

	Prime Rib	Salmon
Name _____	_____	_____
Name _____	_____	_____
Name _____	_____	_____
Name _____	_____	_____

Email confirmation address: _____

Make checks payable to Base New Orleans Retiree Council

- 1 = \$35
- 2 = \$70
- 3 = \$105
- 4 = \$140

Mail Payment to:
James Montgomery
285 Hinote Road
Bogalusa, LA 70427

(Do not mail payments to the Base. Mail was never recovered)

Any MCPO-CG and their guest can attend Free of Charge



SPIRIT OF OREGON ADORNS NORTH BEND HELICOPTERS

Coast Guard PA Detachment Astoria



Southern Oregon has been home to tribal nations of Native Americans long before America became known as "the land of the free and the home of the brave."

In honor of Native American Heritage Awareness this past November, the command of Coast Guard Sector North Bend adorned the MH-65 Dolphin rescue helicopters with original artwork modeled after cultural references from the confederation of local tribal nations.

To symbolize the close partnership and respect between the groups, the Thunderbird was designed jointly between the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians and the 13th Coast Guard District.

In traditional tribal stories, the Thunderbird was father of the ocean, father of the food, giver of the tides and bringer of the storms. His favorite people were the Salmon People.

If the Salmon People, or any other water peoples, were shown disrespect, then fishing could suffer, great storms could form, or tsunamis could strike.

The "salmon with waves" in the wing of the design, references a traditional tribal story that warns against such disrespect.

The "way up above road" on the tail of the design, represents the trail to the creator, and the "scallops" (triangles) featured throughout are commonly found on traditional tribal basketry.

"I think the public should remember that these symbols have existed in this area for

thousands of years," said Jesse Beers, the cultural stewardship manager for the Confederated Tribes. "And that they speak to the need for stewardship and respect for our foods, lands and waters."

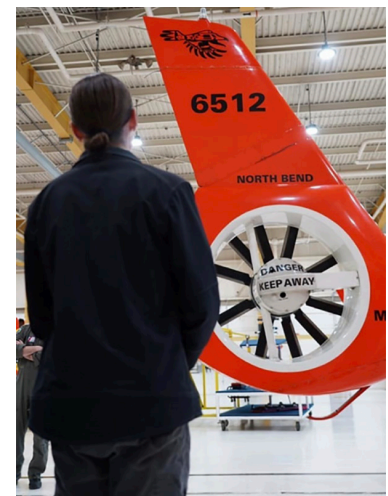
"As a sovereign nation with a strong canoe culture, the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians respect the Coast Guard for their abilities on the water, and we are grateful for them being available, if ever we should get into a dangerous situation."

It's traditional for a Coast Guard aircraft to carry a symbol that is unique to its region, but the aircraft at this air station have been without one for more than a decade.

"Some stations just place the unit patch on the side," said Cmdr. Winston Wood, the executive officer at Sector North Bend. "There are several air stations with separate and distinct tail art. To name a few, Traverse City has the cherry wings, Detroit has the old English "D," New Orleans has the fleur-de-lis, Savannah has the clover leaf, and Houston has the longhorn. I wanted something that spoke to the region in which we operate."

Prior to 2007, North Bend's tail-art was "The Guardians of the Mist."

As the newer MH-65C helicopters started replacing the older HH-65B helicopters, North Bend had been rotating helicopters with other units every three to six months.



North Bend Helio with Thunderbird. USCG Photo

With that kind of turnaround time, the engineers stopped adding tail art to the aircraft. Later, the Coast Guard permanently assigned five MH-65D Dolphin helicopters to Sector North Bend.

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"It has been too long since North Bend aircraft had a symbol of unit pride," said Wood. "We seized the opportunity of a blank slate, and I think it faithfully represents the heritage of the community where we live and work."

These markings also help to designate an aircraft during situations of mass mobilization, where seamless operational cohesion is integral to mission success.

The Coast Guard has implemented a doctrine of training standardization that allows for air crews to be assembled from all different units during a state of emergency.

For example, when the Coast Guard responds to a major hurricane, aircraft from air stations all over the United States will be flown in.

Regardless of where a service member is permanently stationed, they can expect to jump into any similar aircraft and perform the same duties and responsibilities they would at home, often relieving someone exhausted from search and rescue missions.

"We all travel and train together," said Wood. "So it's nice to be able to look up and see that the spirit and culture of Oregon is being carried with us."

"We hope that by including our traditional stories and honoring of the Thunderbird and the Ocean, through this tail-art, we are helping to bless the helicopters and crew members of the Coast Guard and to keep them safe, as they help keep us all safe, on our waters," said Beers.



Tribal leaders presenting artwork to Coast Guard representative. USCG Photo

U. S. Service Academy Information Night

Hosted by Congressman Denny Heck

Monday, March 16, 2020

6:00 p.m. – 7:30 p.m.
Lacey City Hall
Council Chambers
420 College Street SE
Lacey, WA 98503

Tuesday, March 17, 2020

6:00 p.m. – 7:30 p.m.
Lakewood City Hall
Council Chambers
6000 Main Street SW
Lakewood, WA 98499

Learn the process to obtain a Congressional Nomination to the United States Service Academies.

Meet Academy Field Representatives from:

- U. S. Military Academy at West Point
- U.S. Air Force Academy
- U.S. Naval Academy
- U.S. Merchant Marine Academy
- U.S. Coast Guard Academy

This informational event is recommended for all interested high school and middle school students residing in Washington State's 10th Congressional District.

Contact: Rebecca Snyder, Academy Coordinator

Office of Congressman Denny Heck
420 College St. SE, Suite 3000, Lacey, WA 98503
360-459-8514
www.dennyheck.house.gov

Are you interested in supporting the U.S. Coast Guard Academy? The Academy Admissions Partners is a volunteer program that allows Auxiliarists, Active Duty & Reserve, Alumni, Civilian employee's, and parents of cadets to help the Admissions Office identify potential and motivated applicants for admission to the Coast Guard Academy. If you are interested please visit the Coast Guard Academy Admissions Partners website below for more information.



Denny Heck, United States House of Representative for Washington's 10th congressional district Congressional Photo

[U.S. Coast Guard Academy Admissions Partners Program](#)

COAST GUARD HOLDS MEMORIAL SERVICE FOR LOST OREGON, WASHINGTON COAST GUARDSMEN

Coast Guard PA Detachment Astoria



Members of the Patriot Guard Riders display American flags in a show of respect for the Coast Guardsmen and fishermen who have lost their lives along the Columbia and Quillayute River bars during a memorial ceremony at Coast Guard Station Cape Disappointment. The Patriot Guard Riders are a group of volunteers who ensure respect during memorials for service members, first responders and honorably discharged veterans. (U.S. Coast Guard photo by Petty Officer 3rd Class Jonathan Klingenberg)

WARRENTON, Ore. — The Coast Guard hosted a memorial service on 11 January 2020, at the Lewis & Clark Interpretive Center in Ilwaco, Washington, in tribute to Coast Guardsmen and mariners who lost their lives during seven separate tragic incidents that occurred along the Washington and Oregon coasts.

Family, friends, media, former and current Coast Guardsmen and fellow mariners are invited to attend the short ceremony and pay their respects. Scheduled events include remarks from former shipmates; land and sea wreath ceremonies; and a traditional-bell ringing after each name is read in remembrance.

"Memorials provide an important link to the past, and it is important to honor those who made the ultimate sacrifice," said Capt. Jeremy Smith, commander, Coast Guard Sector

Columbia River. "These memorials allow us to remember the bravery and courage of those who have come before us, while also reminding us of the risks and dangers of our chosen profession."

Personnel at Coast Guard Station Cape Disappointment host this memorial service annually at the beginning of the New Year in honor of Coast Guardsmen who paid the ultimate sacrifice.

Along with all of those lost at sea, the memorial service recognizes:

- The four lives lost, all Coast Guardsmen aboard Motor Life Boat 36384, Feb. 5, 1946, during search efforts for two crab boats near Ocean City, Washington. The crab boats were later discovered to be safely anchored inside Willapa Bay.
- The seven lives lost, five Coast Guardsmen aboard the 52-foot Motor Life Boat *Triumph* and two mariners aboard the 38-foot fishing vessel *Mermaid*, Jan. 12, 1961, during the attempted rescue of fishermen aboard the *Mermaid* near the Columbia River Bar.
- The three lives lost of 10 Coast Guardsmen aboard the Coast Guard 41-foot Utility Boat 41332, Nov. 15, 1977, during night navigation training near the Columbia River Bar.
- The one life lost, Coast Guard aviator #911 aboard Coast Guard helicopter 1353, Nov. 14, 1981 during night search efforts for a fishing vessel in distress off the coast of Coos Bay, Oregon.
- The three lives lost, one Coast Guardsman and two mariners, Jan. 11, 1991, during rescue operations, of the 75-foot fishing vessel *Sea King*, in which two *Sea King* crewmembers were rescued near the Columbia River Bar.
- The three lives lost, all Coast Guardsmen aboard Motor Life Boat 44363, Feb. 12,

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Memorial Continued from page 10

1997 during rescue operations of two crewmembers aboard the 31-foot sailing vessel *Gale Runner* near the Quillayute River Bar.

- The three lives lost, all Coast Guard aviators aboard Coast Guard helicopter 6017, July 7, 2010, near La Push, Washington. The helicopter crashed while transiting between Astoria, Oregon, and Sitka, Alaska.



*Maritime Enforcement Specialist 2nd Class Doug Bruene, Machinery Technician 2nd Class Justin Finney and Seaman Mitch Miller from Coast Guard Station Cape Disappointment in Ilwaco, Wash., prepare to cast a wreath and flowers into the water during a memorial service for the crews of the 52-foot motor lifeboat *Triumph* and the fishing vessel *Mermaid*. Both vessels sank near the North Head Lighthouse in Ilwaco leaving one survivor, Jan. 12, 1961. Coast Guard photo by Petty Officer Shawn Eggert*

BIRDS ARE MEANT TO FLY

Author unknown.



*A rooster tail astern of Navy cruiser *Omaha*. USN Photo*

This is something that most 378 sailors will admire, even though it's done by our brothers in

Photo # NH 97971 USS *Omaha* underway, circa the early 1930s



the USN - we all loved it when the birds would come online and we'd make our ships fly at a flank bell. These pictures will remind you of that! This is *USS Omaha (CL 4)*, an old lady who was built by Todd Dry Dock & Construction Co., Tacoma, Washington and was commissioned in 1923 and lasted through World War II, decommissioned in 1945.

Omaha was classed as a light cruiser of 555' long, beam of 55' and draft of 14'3" (not dissimilar from a WHEC 378). Like the Hamilton class cutter, *Omaha* was powered by turbines. Here we see *Omaha* doing her then-record speed run, 2,393 miles from Honolulu to San Francisco in 75 hours, 40 minutes. For those who are grabbing their calculators, that's an average of just under 32kts, full bell, for just over three days without a break. I'd hate to pay that fuel bill!



*USCGC *Rush* (WHEC 723) in high speed starboard turn. USCG Photo*

HEROIC COAST GUARDSMAN GAVE HIS LIFE TO SAVE SHIPMATES DURING DESPERATE RESCUE IN

WWII

Gabe Christy



USCGC Comanche (WPG 76)

<https://www.warhistoryonline.com/world-war-ii/us-guard-gave-life-save-shipmates.html>

US Coast Guard Cutter *Comanche* left Boston in January 1943. She made contact with her convoy on the 29th and proceeded as scheduled. It was a routine escort, three troopships, and three Coast Guard cutters. They sailed into the frigid waters of the North Atlantic, hoping and praying they would return home again.

They were following Convoy Route “SG,” from St. John’s, Newfoundland, to Greenland. They knew these waters well, but the men on board were cautious, two ships had been sunk on this patrol just five months ago. Despite the possible danger, they knew these troopships needed to continue their journey. The men on board were required in Europe, to help win the war so they could all finally get back home.

The first three days of escort went smoothly. They made it past the site where the two ships had been sunk and steamed calmly into the North Atlantic. The cold air made life above deck almost unbearable, with the wind, snow, and ocean spray whipping around. The men huddled down below, hoping their thin steel walls would keep the cold seas out.

At 0102 on the 3rd of February, going into the fourth day of their voyage, the watch spotted a white flash from the steamer *Dorchester*. The

general alarm echoed through the *Comanche*. Her crew jumped out of bed and sprinted to their posts. *Dorchester’s* lights began flashing, and the ship began to sink.

By 0112 *Comanche* had moved to intercept the submarine whose torpedo had just found its mark. However, it was to no avail as the deadly attacker had submerged, hiding in the murky waters of the North Atlantic. The *Dorchester* sank 8 minutes later.

For the next hour *Comanche* searched for any sign of the submarine, but at 0226 was recalled to aid the survivors of the *Dorchester*. The operation took on an even more urgent need. The *Dorchester* had 904 men on board, who had been thrown into the cold ocean. *Comanche* found lifeboats full of barely conscious people, who had to be helped on board by the *Comanche* crew. They also found men still alive, floating in their life jackets, hypothermic, and almost completely paralyzed by the cold.

Three officers and nine enlisted crew from *Comanche* went over the side of their ship, plunging into the frigid waters to pull out survivors. This was a new technique but had already been proven effective, especially when the men were too numb to climb aboard themselves.



USAT/SS *Dorchester*, a converted steam liner capable of carrying almost 1,000 passengers across the Atlantic to Europe. USN Photo

The Coast Guardsmen had rescued a total of 97 men that night when a call went out around the ship: their Executive Officer,

David Continued on page 13

David Continued from page 12

Lieutenant Anderson was still in the water, and unresponsive. He was floating limp in his lifejacket, and everyone on board knew he had only a short amount of time before he would die.

Steward's Mate, 1st Class Charles W. David Jr., who had just spent what probably felt like an eternity rescuing survivors from the *Dorchester*, volunteered to jump back in. He dove off the side of the ship, with nothing more than a lifeline around his waist to protect him. Fighting the rough seas and extreme cold he made it out to the Lieutenant and brought him back to the ship, where others were able to haul him on board.



Charles W. David Jr., in civilian attire. African Americans, despite being segregated in most other US services during the war, were allowed to serve alongside their white shipmates in specific jobs in the US Coast Guard. Regardless of race, Charles David is an example of an excellent Coastguardsman.



Petty Officer David succumbed to hypothermia and collapsed on deck. His shipmates rushed him down to the medics bay, where he was wrapped in fresh clothes and warm blankets.



LT R.W. Anderson (left), who was rescued by David, looks on while RADM S. V. Parker presents the Navy and Marine Corps Medal to Mrs. Kathleen W. David, and Neil David, the wife and son of StM1c David USCG Photo

Despite these measures StM1c, Charles W. David Jr. passed away two months later, after a desperate fight against pneumonia.

For his actions, he was posthumously awarded the Navy and Marine Corps Medal, given to his widow, and young son. His sacrifice of self to save the lives of others exemplifies the ideals of the United States Coast Guard. In further recognition of this, *USCGC Charles David Jr.* was commissioned on November 13th, 2013, 70 years and ten days after that tragic night off Greenland's coast.

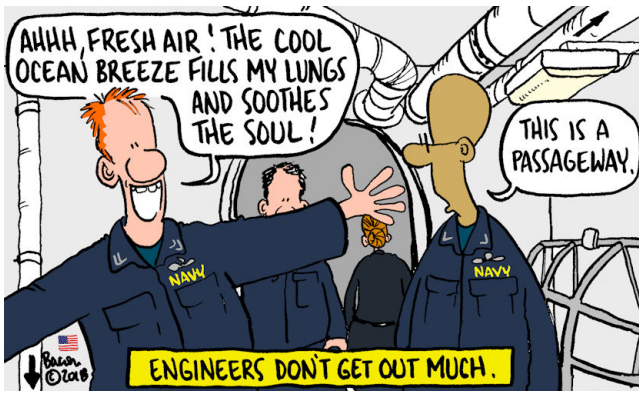


USCGC Charles David Jr a Sentinel-class cutter. She is assigned to Key West, Florida. She was commissioned on November 16, 2013. Charles Walter David Jr., served as a Steward's Mate 1st Class in the USCG in WWII. David was stationed aboard USCGC Comanche escorting a convoy that included Dorchester. David was one of the Comanche crew members who volunteered to dive into the frigid waters to rescue exhausted crew and passengers from Dorchester. He was posthumously awarded the Navy and Marine Corps Medal. USCG Photo.

THE LIGHTER SIDE OF SEA DUTY



THE LIGHTER SIDE OF SEA DUTY



D13 NOMINEES AND WINNER OF THE 2019 NAVAL ENGINEERING AWARDS

RDML N. A. Moore, Assistant Commandant for Engineering and Logistics

In recognition of their outstanding contributions to the Naval Engineering program, I am pleased to announce the [Thirteenth District] recipients of the 2019 Naval Engineering Awards. As in years past, the quality of candidates was incredible and highlighted how the Naval Engineering workforce is vital to directly support the Coast Guard's ability to conduct surface operations. Leadership, technical proficiency, initiative, supporting operational readiness, and professional development of Naval Engineers were all clearly evident throughout the submissions.

STABLE AWARD – CWO Brad Jopling, *CGC Polar Star (WAGB 10)* Main Propulsion Assistant. Demonstrating exceptional technical acumen, leadership, and mentoring abilities, CWO Jopling kept the Coast Guard's most complex engineering plant and the nation's only operational heavy icebreaker fully mission capable during a period of over 250 days away from home port, transiting a distance of 22,000 nautical miles, and two \$9 million dry-dock maintenance periods. Possessing a unique blend of technical excellence and project management skills, CWO Jopling led the extensive \$4.4 million upgrade to the cutter's electrical plant control and monitoring

system, which modernized the engineering control processes for all propulsion generators. CWO Jopling's leadership and deep subject matter expertise during this project ensured all project milestones were met and allowed the cutter to sail on-time for the 2019 Operation Deep-Freeze deployment. Demonstrating extraordinary courage and poise during a high pressure operational period, CWO Jopling engineered and installed an emergency repair to the cutter's centerline shaft seal. Entering chest deep into 28 degree water that was actively flooding the confined compartment, CWO Jopling stopped the flow of water to allow sufficient time for the specialized shaft sealant to cure allowing *CGC Polar Star* to continue the breakout and resupply of McMurdo station in support of the U.S. Antarctic Program and Presidential mandate to sustain an active and influential presence in this remote and nationally significant region.

This year's winners were selected from an impressive pool of nomination packages, proudly submitted in recognition of superior Naval Engineering efforts. Many thanks to all who expended the effort to highlight the nominees' tremendous achievements for the Coast Guard and the Naval Engineering program. The exceptional candidate pool included the following submittals (in alphabetical order):

Perry Award – (Afloat)

LT Andrew Armstrong *CGC Steadfast (WMEC 623)*

LT Nathan Barnes *CGC Active (WMEC 618)*

Lucas Plaque – Afloat

CGC Active (WMEC 618)

CGC Mellon (WHEC 717)

CGC Polar Star (WAGB 10)

CGC Steadfast (WMEC 623)



U S DEPARTMENT OF VETERANS AFFAIRS

ROSEBURG VA OFFICE OF COMMUNITY CARE TO TAKE CARE COORDINATION REINS

ROSEBURG, OREGON, – The Office of Community Care at the Roseburg VA Health Care System will begin taking control of care coordination for enrolled Veterans beginning February 3.

Currently, TriWest Health Alliance, a third-party administrator of the Patient Centered Community Care contract for RVAHCS handles all care coordination for Veterans enrolled here. Under the Mission Act of 2018, OCC will take control of all patient care coordination by mid-Spring, according to Rocky Phillips, the OCC Director with RVAHCS.

“This is something we hope will streamline care when our Veterans access services in the community,” said Phillips. “In order to modernize our referral and claims processing, RVAHCS will be transitioning from the Fee Basis Claims System to the new Health Share Referral Manager system at the same time as we resume care coordination requirements from TriWest.”

According to the VA website, “VA provides health care for Veterans from providers in your local community outside of VA. Veterans may be eligible to receive care from a community provider when VA cannot provide the care needed. This care is provided on behalf of and paid for by VA. Community care is available to Veterans based on certain conditions and eligibility requirements, and in consideration of a Veteran’s specific needs and circumstances. Community care must be first authorized by VA before a Veteran can receive care from a community provider.”

After OCC at RVAHCS assumes full care coordination, Veterans should expect more hands-on involvement from care coordinators, according to Phillips.

“With OCC resuming the care coordination responsibilities, we will greatly improve our Veterans experience by removing the third party from the referral process, and by preventing unnecessary delays due to contractual requirements or other limitations,” said Phillips. “OCC will be able to work with all our community providers to ensure we find the best possible solutions for referring Veterans to them.”

To reach the Office of Community Care in Roseburg, Veterans and beneficiaries may call (541) 440-1000 ext. 40320.

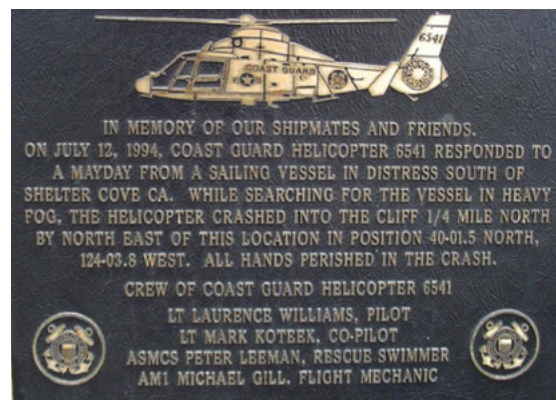
To learn more about the MISSION Act and how it improves Veterans’ access to care, visit <https://missionact.va.gov/>.

Point of contact for this release is Tim Parish, Public Affairs Officer, Roseburg VA Health Care System; timothy.parish@va.gov; 541-440-3026.

[200127-RVAHCS-20-28-OCC Care Coordination.pdf](#)

COAST GUARD HONORED CREWMEMBERS OF CG 6541

11th District Pacific Southwest Public Affairs



Coast Guard Sector Humboldt Bay personnel hosted the 25th memorial anniversary to honor the Coast Guard helicopter crew of the 6541 on 12 July 2019 at Coast Guard Plaza at 1 F St., Eureka, CA 95501

MCKINLEYVILLE, Calif. — Coast Guard Sector Humboldt Bay personnel hosted a memorial service to commemorate the 25th anniversary of the Coast Guard 6541 helicopter crew in Eureka,

6541 Continued on page 16

6541 Continued from page 15

California. Sector Humboldt Bay personnel invited the public to attend the ceremony.

The four-person aircrew of the 6541, an MH-65 Dolphin helicopter, crashed 25 years ago, July 12, 1994, while responding to a 40-foot sailboat that became grounded during the early morning along the rocky shoreline of Shelter Cove.

Heavy fog on that pre-dawn morning made a visual approach to the sailboat difficult and the aircrew performed several instrument approaches to the position of the sailboat, attempting to gain visual contact to conduct the rescue. On their third attempt the Dolphin struck a shoreline cliff, taking the life of all four aircrew members.

Sector Humboldt Bay is hosting family and friends of the crew, local first responders and the members of Sector Humboldt Bay for a remembrance ceremony. The ceremony will include bagpipes and a speech by the sector commander with a tolling of the bell for each member who perished in the crash: *Lt. Laurence Williams, Lt. Mark Koteek, Senior Chief Petty Officer Peter Leeman and Petty Officer 1st Class Michael Gill*. A wreath will be laid in the location of the crash at 1:30 p.m. to honor their sacrifice.

Lt. Laurence Williams moved to Humboldt Bay in October 1990 where he later met and married his wife, Wendy. Williams served with distinction as an aircraft commander. He was the unit training officer, public affairs officer and historian. Williams was a Coast Guard pilot for six years. He was from Orlando, Florida. He earned his Bachelor of Science degree from Arizona State University.

Lt. Mark Koteek and his wife, Karen, came to Humboldt Bay in February 1993. Koteek served commendably as a copilot and as the exchange and food services officer. He was a Coast Guard pilot for three years. He was from Saugerties, New York, and was a Coast Guard Academy graduate.

Senior Chief Petty Officer Peter Leeman, his wife, Darlene, and his daughter, April, arrived at Humboldt Bay in August 1991. Leeman was a dedicated rescue swimmer and flight mechanic. He served as the chairman of the enlisted standardization board for aircrew training and was the aviation survival shop supervisor. He served 14 years in the aviation field. Leeman was a native of Oxford, Maine, and was pursuing an associate's degree at the College of the Redwoods.

Petty Officer 1st Class Michael Gill and his wife, Donna, came to Humboldt Bay in May 1990. In December 1991, they were blessed with the birth of their daughter, Audrey. Gill was a conscientious aviation mechanic who served in the aviation community for 14 years. He was a quality assurance inspector and an aircrew standardization board member. Originally from St. Petersburg, Florida, Gill was pursuing his associate's degree at the College of the Redwoods.

The crew of the 6541 lived the rescuers motto,
"So others may live."

COAST GUARD REMINDS MARINERS OF HAZARDOUS BAR CONDITIONS IN PACIFIC NORTHWEST

Coast Guard PA Detachment Astoria

SEATTLE - The Coast Guard advises all mariners of the dangers related to crossing hazardous bars in the Pacific Northwest.

Recent incidents have highlighted the challenges of attempting to cross waterway bars in heavy weather and at night. The marine casualty of a commercial fishing vessel on the Coos Bay bar resulted in the loss of a vessel, but miraculously all three crew members were saved. Unfortunately, in a similar incident on the Yaquina Bay bar, both the crew and the vessel were tragically lost.

Hazardous Continued on page 17

Hazardous Continued from page 16



The Coast Guard previously established regulated navigation areas for specific locations on the Oregon and Washington coasts and created guidance for these locations. When conditions become hazardous, the Captain of the Port (COTP) for the Coast Guard, having jurisdiction over a particular area, will either restrict or close the bar. See Title 33 CFR Part 165.1325 for additional information.

Bar closure - As determined by the COTP, when the environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources, the bar will be closed and no vessels can cross the bar unless specifically exempted by the COTP.

Restricted bar - The COTP will restrict a bar for vessels of a specified length as follows:

- Recreational vessels - Vessels of the prescribed length or less cannot cross the bar
- Uninspected passenger vessels - Vessels of the prescribed length or less cannot cross the bar

Night-time bar operations - The Coast Guard typically reports bar conditions from first light to last light, meaning bar reports become outdated as conditions change during the night. Vessel operators should exercise extreme

caution when transiting a restricted bar between sunset to sunrise. If there is any doubt as to conditions on the bar, vessel masters should consider staying outside in deep water until updated conditions can be determined. When the bar is restricted to vessels of a specified length, masters of commercial fishing vessels up to and including that length, shall contact the Coast Guard on VHF-FM channel 16 or 22A prior to crossing the bar and report the vessel's name, location or position, the number of persons aboard and destination.

Rough bar escorts - At times, the Coast Guard may determine that the safest option is to escort vessels across a hazardous bar. While the variability of each bar and given conditions require flexibility in how the Coast Guard will undertake an escort, typically two Coast Guard Motor Life Boats will be on scene. Guidance from the on-scene Coast Guard units is always advisory in nature, and at no time are vessel masters relieved of their responsibility for the safe operation and navigation of their vessel.

Bar reporting and guidance - The Coast Guard has released guidance on the following regulated navigation areas. You can access these guidance documents at <http://www.fishsafewest.info/Regs.asp> then open the "Bar Crossing Guidance" folder.

Outreach - Vessel masters unfamiliar with local bar conditions, bar reporting methods or Coast Guard escort techniques are strongly encouraged to contact their local Coast Guard station. Commanding officers and officers-in-charge of local stations can provide an overview of their bar reporting areas and discuss in detail how their unit will conduct rough bar escorts.

You can view the daily bar status at <https://www.weather.gov/pqr/barcams>



NATIONAL WEATHER SERVICE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

COAST GUARD VESSEL CAPSIZES NEAR 36TH STREET PIER IN ASTORIA, OREGON

Coast Guard PA Detachment Astoria



ASTORIA, Ore. — A 26-foot Coast Guard Trailable Aids to Navigation Boat capsized Saturday, 4 Jan 2020 with four crew members aboard near Pier 39 in Astoria.

Four Coast Guardsmen were aboard the vessel conducting routine operations when the capsizing occurred. The vessel reportedly encountered a series of heavy wakes that came over the bow, which resulted in an unrecoverable starboard list that capsized the vessel.

At 11:39 a.m., watchstanders at the 13th Coast Guard District command center in Seattle received four Personal Locator Beacon alerts registered to Coast Guard Aids to Navigation Team Astoria.

The beacons' positions correlated with multiple good Samaritans' reports of visual distress signals in the vicinity of Pier 39 in Astoria, Oregon. Correlating reports were also received by Astoria 911 dispatch.

At approximately 11:50 a.m., watchstanders at Coast Guard Sector Columbia River issued an urgent marine information broadcast (UMIB) and directed a Coast Guard Air Station Astoria MH-60 Jayhawk crew and a Coast Guard Station Cape Disappointment 47-foot Motor Lifeboat crew to respond.

At 12:09 p.m., crew members aboard the Columbia Bar Pilot vessel *Connor Foss*

contacted the Coast Guard reporting they had recovered the four Coast Guardsmen from the water after responding to the UMIB and were enroute to awaiting medical personnel at the 17th Street pier.

Clatsop County Sheriff Marine Unit assisted in the recovery by towing the capsized vessel to the 17th Street pier.

All persons involved are reported to be in healthy condition after being evaluated at Columbia Memorial Hospital.

The Coast Guard is overseeing salvage operations and has initiated the mishap board review process.

COAST GUARD URGES RESIDENTS TO EXERCISE CAUTION AHEAD OF HIGH TIDES

11th District Public Affairs



High Tides lead to heavy seas. USCG Photo

The Coast Guard encourages mariners and beachgoers to prepare for excessively high tidal ranges in the Pacific this spring.

The Coastline is forecasted to experience tides up to sometimes seven feet above the average daily low tide.

Mariners and beachgoers are encouraged to take the following precautions to protect themselves and their vessels:

- Monitor the weather and heed all marine warnings as they are updated on marine radio VHF-FM channel 16.

Tides Continued on page 19

Tides Continued from page 18

- Secure all paddlecraft so they do not end up in the water and cause a false distress; be sure paddlecraft and gear are properly labeled with owner contact information.
- Check mooring lines when securing boats and take precautions for items stored loosely aboard.
- Be alert and report any accidents, emergencies or distress situations via VHF radio channel 16 or by calling 911.



"If Found" stickers are available at local Coast Guard Auxiliary units.



Mariners and beachgoers should be aware of the possibility of sea water on low-lying areas such as roadways, underpasses, coastal trails and sidewalks.

Sector command center personnel can be reached for emergencies at:

- North Bend (541) 756-9220.
- Columbia River (503) 861-6211
- Puget Sound (206) 217-6120

For more information about this week's forecast, visit the National Weather Service at <https://www.weather.gov>.

AMERICA REMEMBERS --

www.tggf.org



On the eve of Christmas, it was with great sadness; we learned the news that Coast Guardsman, RMC George Larsen, who witnessed the Japanese attack on Pearl Harbor had died. He was 101.

Chief Larsen (George) was a radio operator for the U.S. Coast Guard stationed at the Diamond Head Lighthouse when he saw the infamous events of Dec. 7, 1941, that propelled the U.S. into World War II.

On that Sunday morning 78 years ago, George looked toward the sky to see the red circle of the Rising Sun of Japan on the wings of bombers overhead.

"The first thing I saw was three planes flying about 500 feet above me," George said during a recent interview.

As bombs rained down on the ships in Pearl Harbor and vast plumes of black smoke rose, George held his post. Messages poured in, and it was his job to sift through them, determine which were real and which were bogus, and send the legitimate ones on to officials.



Petty Officer George Larsen, USCG Photo

After the bombs dropped, fears mounted that the

America Continued on page 20

America Continued from page 19

Japanese were about to invade Hawaii, George said in the same interview.

“I was put on patrol around the lighthouse. I walked around the water’s edge with my .45 revolver cocked and loaded,” George recalls.

“I was expecting to see a landing barge with Japanese soldiers armed to the teeth getting ready to take over the island.”

The invasion didn’t materialize, but 2,403 U.S. personnel were killed.



Diamond Head Lighthouse. USCG Photo

George was honorably discharged from the service as radioman first class in 1945, after six years of service.

George, who was born in San Francisco and raised in Mill Valley and Fairfax, returned to Marin after the war. He moved to Portland, Ore., a few years before returning to Marin again, and finally making Novato his home for 47 years.

He married Patricia Waterhouse, a former model in the U.S. Women’s Army Corps, and had two children, Tracy Brooks, and Jonathan Larsen.

When he was 92, the Coast Guard promoted him to an honorary chief petty officer for his years of public speaking at Coast Guard units and events, sharing his stories about the attack and the war.

“I share my stories because it is important to help people understand and remember the events and people of Pearl Harbor,” George said.

"Every Day is Memorial Day", The Greatest GENERATIONS Foundation Web: www.tggf.org

SCOTCH CAP LIGHTHOUSE DISASTER EARTHQUAKE & TSUNAMI, OF 1 APRIL 1946

by T.C. Mitchell, Anchorage Daily News



At 0130 on the morning of April 1, 1946 a massive earthquake struck Unimak Island in the Aleutian Chain, followed by a second quake and a devastating tsunami. The Scotch Cap Lighthouse was destroyed by a wave estimated at 125 feet and its crew of five swept away. The nearby crew quarters, workshop and receiving antennae disappeared. The same wave killed 159 people in Hilo, Hawaii, drowned a swimmer in California and smashed huts in Chile and Antarctica.

The radio station was on a cliff above the lighthouse with a crew of 25 including RM² Jeano Campanaro, who operated a high frequency finding device called a Huff Duff. At age 92 Jeano vividly remembers that the wave shoved a two-ton truck through the corner of the building he was sleeping in.

Some of the young men panicked and ran out into the night in their skivvies. He and ET d’Agostino started making emergency repairs. The switchboard was burning, but they grabbed a fire extinguisher and doused the flames. The men worked by kerosene lamps until an emergency generator could be hooked up at 0550. They cleaned up the muck and water through the night.

Tsunami Continued on page 21

Tsunami Continued from page 20

Station Chief, EMC Hoban Sanford, ordered his men to try to contact radio stations in Dutch Harbor, Kodiak and St. Paul. They sent distress signals, but worried that their radio transmissions might be taken as an April Fools joke.

In the morning there were mild aftershocks and a plane flew over surveying the damage, so the crew knew help was on the way. Descending the cliff at dawn Jeano and his mates discovered that the lighthouse had disappeared, having been wiped off its foundations and swept into the sea with its five-man crew. Antennas and telephone poles were smashed against the cliff. Debris was scattered and the lower buildings ruined.

In his report EMC Hoban Sanford stated that the original quake shook his building on the cliff above for 30-35 seconds: "it creaked and groaned loudly." An aftershock at 0157 felt harder, but lasted 15-20 seconds. At 0218 "a terrible roaring sound" was followed by a heavy blow against the side of the building, which filled with several inches of water. The voltage control regulator on the switchboard in the control room was burning and the station plunged in darkness.

Search parties went out every day and found body parts and only one identifiable body. Seaman First Class Paul Ness was buried on the island. Later his father came and had the body moved to Seattle.

Petty Officer Jeano Campanaro was born in Salt Lake City in 1926 to Italian parents. He enlisted late in 1944 at age 18 with two friends and all three completed basic training in Alameda, California and radio school in Atlantic City, New Jersey. Jeano took the train across the country to Seattle, a ship to Ketchikan and a refueling boat to Unimak Island, which made him seasick.

When he reached the remote Scotch Cap Light Station a dormant volcano not far away emitted smoke. The rowboat to the Light Station proved too small for his books, which were left behind.

An energetic youth, Jeano spent free time hiking

many miles on the island with the pack of station dogs. Once he was engulfed in a "williwaw," a sudden storm with blinding snow. He could no longer see the station and walked very slowly up the steep cliff in the blinding darkness. RM² Campanaro collapsed and lost consciousness three times. Each time he was saved by the three



large dogs, who warmed him with their bodies and licked his face. More than 70 years later, he thanks the dogs for saving his life. (See photo.)

Campanaro's father read about the disaster in the Salt Lake City newspaper and contacted the Commandant's office just after the quake and tsunami and learned that his son was alive.

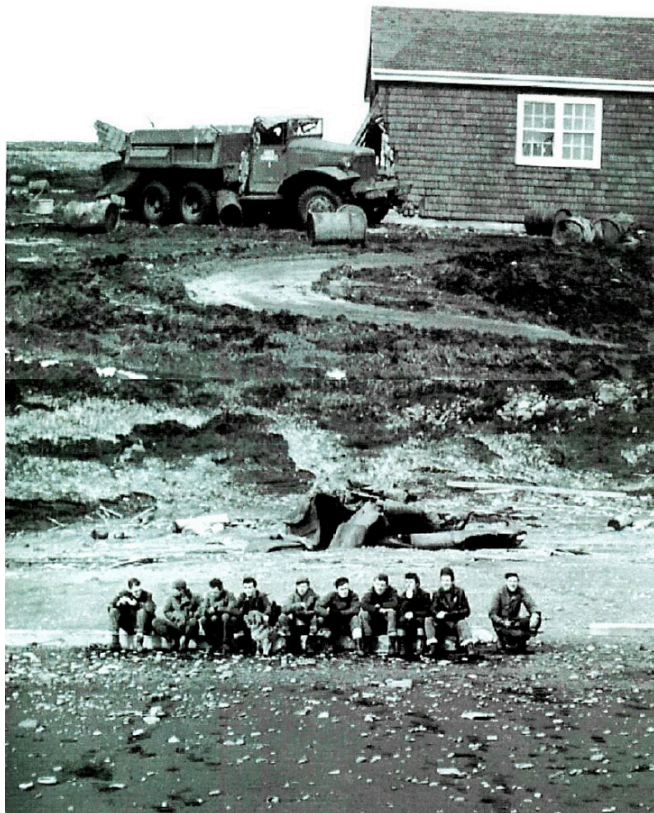
The crew of 25 remained on Unimak Island until the end of April, with Jeano baking bread for his buddies. Then the crew was evacuated to Ketchikan and Long Beach. The Cutter *Clover* established a temporary light station at Scotch Cap. A small light was built in 1946 and automated in 1971.

Back at Salt Lake City in 1946 Jeano completed a degree in marketing and worked for Salt Lake Hardware and then as a social worker for 30 years, retiring in 1980. He also joined the Naval Reserve in 1946 and achieved the rank of Lieutenant Commander, working in Naval Intelligence. He married Dorothy in 1951 and has a daughter in California. Dorothy passed away in 2017. Jeano lives in assisted living and has a sharp mind and vivacious personality.

Much of the Asian ship trade passes through

Tsunami Continued on page 22

Tsunami Continued from page 21



Unimak Island, where the Scotch Cap Lighthouse was located. CG Casualties were:

- BMC Anthony Petit
- MOMM2c Leonard Pickering
- F1c Jack Colvin
- SN1c Dewey Dykstra
- SN1c Paul Ness

Graves were dug 300 yards from the site of the lighthouse, near the graves of two Russian seamen. They are plainly marked with white wooden crosses with brass plates securely attached.



The demise of Scotch Cap Lighthouse. USCG Photo

A LETTER FROM CHRISTMAS PAST

<https://compass.coastguard.blog/2019/12/19/the-long-blue-line-a-letter-from-christmas-past/>

By Donna Vojvodich, U.S. Coast Guard volunteer, and MKCS Tina Clafin U.S. Coast Guard Retired

During World War II, the Coast Guard established the Women’s Reserve. The women who joined were known as SPARs, which stands for Semper Paratus Always Ready. Recruited and trained to “release a man for sea,” the SPARs served in a variety of shore jobs, including clerical, recruiting, radiomen, parachute riggers, drivers, pharmacist’s mates and cooks. A small contingent served in more novel roles. In 1944, a group of SPARs led by Ensign Vera Hamerschlag arrived in Chatham, Massachusetts, replacing all the men at Unit 21, a top-secret LORAN monitoring station. This Christmas letter was created using quotes from Hamerschlag’s narrative in the book “Three Years Behind the Mast”, quotes from newspaper articles, and stories relayed by the descendants of Unit 21 SPARs.

1944 Was A Very Busy Year For Unit 21!

From Ensign Vera Hamerschlag, Commanding Officer:

“In the summer of 1943, Headquarters decided that LORAN Monitor Stations within continental United States should be manned by SPARs. LORAN is one of those alphabet names meaning Long Range Aid to Navigation – a system developed at the beginning of the war whereby radio signals, transmitted from two shore-based stations, are picked up by a certain type of receiver-indicator installed in ships and planes, enabling them to calculate their exact position. The monitor station is equipped with the same type of receiver-indicator, but being a fixed station, is able to check the accuracy and general operations of the transmitting stations. The SPAR operators had to stand watch 24 hours a day, taking and recording these measurements every two minutes. Having worked as an assistant to the

SPARs Continued on page 23

SPARs Continued from page 22

Naval Liaison Officer for LORAN at Radiation Lab and thereby becoming familiar with the LORAN System, I was selected to be in charge of the first SPAR monitor station at Chatham, Massachusetts. One enlisted SPAR and I were assigned to a two months' course at M.I.T. in LORAN operation and maintenance of receiving equipment. We were the only women in the whole LORAN section of the Naval Training School and, needless to say, caused comment. Later, 10 enlisted SPARs were assigned to a one-week course in operations only. The selection of these SPARs was unique to say the least. LORAN was so "hush-hush" that not even the Training Officer had any conception of what the duties of these SPARs would be, nor what their qualifications should be. The Engineering Officer had laconically said: 'Ability to keep their mouths shut.'

No one outside of the 12 women at Unit 21 knew its mission. During training "[a]ll of our class work, paperwork and notebooks had to be confiscated every day and secured. Even when we went to the station, it was still carried in a secure pouch." ~*Radioman Third Class Marion Withe* (Previously employed by the telephone company)

"Everybody hated us. They thought we were snobs because we couldn't talk to anybody." ~*Radioman Third Class Anita Freeman* (Previously employed by General Electric, she told the Coast Guard she'd worked on radar) (On arriving at Chatham in January, 1944):

"Unit 21 was manned 100 percent by men and the idea was for them to leave for overseas assignments as quickly as we were capable of taking over. We did this within one month – 100 percent SPARs with the exception of one male radio technician who was a veritable 'man Friday' to us all. He acted as instructor as well, and left six months later when we felt qualified to accept the responsibility of technical maintenance."

I was apprehensive about serving under a woman commanding officer because I was not sure how to act. I missed Chatham after I left, especially the free lobsters given us by local lobstermen. ~*Radio Technician First Class Raymond Rathjen*



Loran Monitoring building in foreground

"The station consisted of one small building about 50 feet long and 30 feet wide. This provided sleeping quarters, recreation room, office space, operations room, repair shop and storage space!...I was operations and engineering officer, medical officer, barracks officer, personnel officer, training officer – and even Captain of the Head. I had to learn the intricacies of plumbing, of a coal furnace, of a Kohler engine that supplied emergency power when the main line was out – and being on the Cape where nor'easters are frequent, the times were many. I remember the feeling I had when I looked at the 125' mast for the station's antenna and wondered which SPAR would climb the riggin' if something went wrong. I asked the CO whom I was replacing who took care of it. His nonchalant answer was not to worry since nothing would happen to it short of a hurricane."

On the night of September 14, 1944, the Great Atlantic hurricane hit Chatham with winds up to 105 miles per hour. The CO was worried about the mast toppling over and smashing one of the buildings. Operations were suspended and the evacuated SPARs were moved around from building to building while guesses were

SPARs Continued on page 24

SPARs Continued from page 23

made as to which building might be damaged.
~Radioman Third Class Anita Freeman

Hurricanes were not the only threat. U-boats patrolled the coast and German agents were a concern. All the SPARs were issued firearms, and the lighthouse was the backdrop for target practice.



SPARs target practice



Anita Freeman showing her guns

We were “ordered to shoot anyone who entered the LORAN building without authorization.”
~Radioman Third Class Anita Freeman

The monitor room was locked at all times. One night we heard a noise in the entry area,

and called out asking the person to identify him or herself. There was no answer, so we armed ourselves. I was shaking. Could I really shoot someone? No shots were fired, as we determined that the intruder was the CO’s dog.
~Radioman Third Class Marion Simmons



Ensign Vera Hamerschlag, CO, USCG Photo

“The esprit de corps of Unit 21 was outstanding. We were a family unit. I remember the church wedding we had for one of our members.”

Wearing my uniform, I married Ray Simmons on May 6, 1944 at the Methodist church, and all the townspeople turned out for it. My CO gave me away! After our reception at the New Yorker Restaurant, we honeymooned in Boston. A few days later, I was back to work at Unit 21.
~Radioman Third Class Marion Simmons

“The thought that we were participating in a system that was playing such an important part in winning the war gave us a feeling of being as close to the front lines as it was possible for SPARs to be.”

SPARs Continued on page 25

SPARs Continued from page 24

“The thought that we were participating in a system that was playing such an important part in winning the war gave us a feeling of being as close to the front lines as it was possible for SPARs to be.”

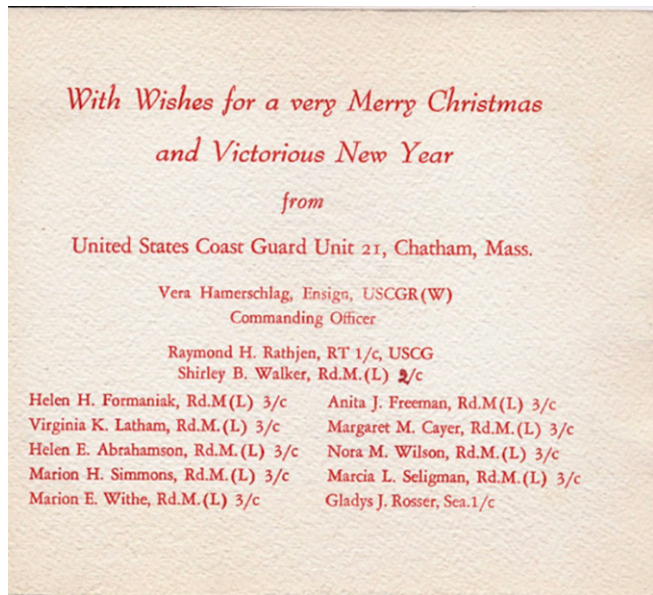


Merry Christmas and Victorious New Year!

Wearing my uniform, I married Ray Simmons on May 6, 1944 at the Methodist church, and all the townspeople turned out for it. My CO gave me away! After our reception at the New Yorker Restaurant, we honeymooned in Boston. A few days later, I was back to work at Unit 21.
~*Radioman Third Class Marion Simmons*

“The thought that we were participating in a system that was playing such an important part in winning the war gave us a feeling of being as close to the front lines as it was possible for SPARs to be.”

MERRY CHRISTMAS AND VICTORIOUS NEW YEAR!



*With Wishes for a very Merry Christmas
and Victorious New Year*

from

United States Coast Guard Unit 21, Chatham, Mass.

Vera Hamerschlag, Ensign, USCGR(W)
Commanding Officer

Raymond H. Rathjen, RT 1/c, USCG
Shirley B. Walker, Rd.M.(L) 2/c

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| Virginia K. Latham, Rd.M.(L) 3/c | Margaret M. Cayer, Rd.M.(L) 3/c |
| Helen E. Abrahamson, Rd.M.(L) 3/c | Nora M. Wilson, Rd.M.(L) 3/c |
| Marion H. Simmons, Rd.M.(L) 3/c | Marcia L. Seligman, Rd.M.(L) 3/c |
| Marion E. Withe, Rd.M.(L) 3/c | Gladys J. Rosser, Sca.1/c |

RECLAIM THE COAST GUARD’S MILITARY ROOTS

Despite a history of warfighting, the Coast Guard has trouble explaining why it is a military branch.

By Brian Runion

Although the Coast Guard faces myriad challenges, ranging from an aging fleet to a small budget, there is a bigger problem lurking: The service has trouble defending its place as a fighting force. This may seem trivial, but if we cannot explain how the Coast Guard fits into the national defense constellation, how can we expect politicians and taxpayers to understand the same? How can the Coast Guard expect to secure funding for its military role when even many Coasties cannot describe what makes the service military?

The Coast Guard needs to look to its rich and largely unplumbed past, take control of its own historical narrative, and teach its service members—and then the public—the value it has provided to the nation in times of war and crisis. We must reach beyond the stories of search and rescue and the oft-repeated tale of the Coast Guard’s one Medal of Honor recipient to create a public image as a specialized military force

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well-suited for maritime interdiction, riverine combat, port security, and Arctic operations.

The Coast Guard Problem

Among the services, the Coast Guard is unique in that it periodically must explain its purpose. This problem springs from its complex mission set—one that is not always at the forefront of popular culture and that often is oversimplified to “search and rescue.”

To clarify its wartime role, the Coast Guard should demonstrate its specialized skills that the other services cannot provide.

It is a common misconception that the Coast Guard is absorbed into the Navy during wartime. In fact, the Coast Guard remains an independent military service, but it is transferred to the Department of the Navy to better integrate into the overall war effort. The Secretary of the Navy, not the Chief of Naval Operations, has oversight of the Coast Guard in war, and the Coast Guard and Navy remain on equal footing as independent branches.

This makes the Coast Guard similar to the Marine Corps in terms of its wartime organizational structure, but even



Coast Guard Squadron One, also known in official message traffic as COGARDRON ONE or RONONE, was a combat unit formed by the United States Coast Guard in 1965 for service during the Vietnam War. It was assigned duties in Operation Market Time. Its formation marked the first time since World War II that Coast Guard personnel were used extensively in a combat environment. The squadron operated divisions in three separate areas during the period of 1965 to 1970. Twenty-six Point-class cutters with their crews and a squadron support staff were assigned to the U.S. Navy with the mission of interdicting the movement of arms and supplies from the South China Sea into South Vietnam by Viet Cong and North Vietnam junk and trawler operators. The squadron also provided naval gunfire support to nearby friendly units operating along the South Vietnamese coastline and assisted the U.S. Navy during Operation Sealords.

individuals who understand this nuance casually refer to the Coast Guard as serving as “part of the Navy” during times of war. This is a damaging habit, as it makes the Coast Guard appear dependent on the Navy in wartime and undermines the narrative of the service as a military entity in its own right.

In this respect, the Marine Corps can serve as an example for the Coast Guard. During the 1920s, both the Coast Guard and the Marine Corps faced the specter of dissolution. For the Coast Guard, this would have meant merging into the Navy; for the Marine Corps, the Army.

The Coast Guard’s battle for survival came immediately after World War I. In accordance with 14 USC, the service had transferred to the Department of the Navy for the duration of U.S. involvement in the war. Its cutters proved their value in combat against German submarines, and its aviators ran airfields in the European theater and elsewhere. In 1918, after the end of hostilities, Coast Guard Commandant Ellsworth Bertholf

requested that control of the Coast Guard’s cutters and stations be returned to the service, to allow them to resume their peacetime duties. However, Secretary of the Navy Josephus Daniels and Assistant Secretary of the Navy Franklin Roosevelt believed the Coast Guard was redundant and that all government vessels—including tenders of the Lighthouse Service—should move under the Navy. They declined to return the Coast Guard to the Treasury, believing this to be a first step toward that end.

Of the Coast Guard’s 240 officers, only some 24 opposed the merger. The officers had been granted temporary promotions while operating under the Department of the Navy, which would



The late E. F. Bertholf, former Commandant of the United States Coast Guard.

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be rescinded unless the services merged. In addition, many believed their opportunities for advancement would be greater in the Navy. With the service's own officer corps allied against independence, its odds of survival looked slim.

Many credit Bertholf's 1919 speech before Congress with saving the service. He argued that the Coast Guard and Navy served opposite purposes—the Navy's to destroy, and the Coast Guard's to save—and that a merger would mean the end of the Coast Guard's humanitarian role. Oddly enough, the previous Secretary of the Navy, George Meyer, had made a similar argument, believing that the Coast Guard's peacetime duties, if placed on the Navy, would distract the Navy from preparing for war. What made the Coast Guard valuable, then, were the skills it honed while conducting the missions the Navy could not afford to practice: maritime interdiction, ice operations, and coastal and riverine patrols.

During this same period, the Marine Corps fought a similar battle for survival. Between 1929 and 1933, it faced a nearly 25 percent reduction in manpower, driven by an Army study claiming the Army could carry out the Corps' duties more efficiently. To counter this, the Marine Corps built a public relations campaign using retired generals and congressman-veterans and emphasized its specialty: amphibious warfare. With both strong support and a clear wartime role, it was seen as a specialized service rather than a redundant one.

Marines also spoke up themselves. As one journalist noted in 1936, the Corps had created a culture where "All Marines are star reporters." Warriors hurried back from the battlefield to broadcast tales of their exploits. This gave the small service a long reach, helped by something all Marines' stories contained: action. Marines' tales, the journalist argued, were full of excitement, the kind that—although

romanticized—captured the public imagination.

While the Coast Guard may not need to emphasize battlefield exploits as much as the Marine Corps, the service should find stories, both new and old, that exemplify its wartime duties. It should teach these stories as part of its indoctrination programs, so that the service's own members—like the Marines of 1936—can serve as its biggest advocates.

To have stories to tell, though, the Coast Guard must rediscover the ones it no longer remembers, ones that show a Coast Guard going beyond search and rescue.

A History of Forgotten History

The Coast Guard has a long record of forgetting its own history, not always through any fault of its own. Aside from the loss of significant documents and artifacts to time and disaster, many of its greatest wartime achievements have been misattributed to other branches, particularly the Navy. To reclaim its history, the Coast Guard must rediscover the stories of its military past, support them with research and evidence, and incorporate them into the canon of service knowledge.



British burning of Washington DC 1814

Many Coast Guard historical documents met with disaster shortly after the service's founding in 1790. During the War of 1812, virtually all documents of the Revenue Cutter Service—including logbooks and sailing records—were burned when the British razed Washington, D.C. in 1814. As a result, the history of the service's

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early days is largely pieced together from letters and newspapers, with few authoritative sources



Cutter Eagle in Quasi War

to describe cutters' exploits.

This makes it difficult to parse out which feats in the Quasi-War with France belong to the Revenue Cutter Service and which belong to the Navy. One example is that of the cutter *Pickering*, which in 1799 dueled and captured *L'Egypte Conquise*, a French privateer with twice the *Pickering's* firepower and three times her crew. As Dr. William Thiesen, the Coast Guard Atlantic Area historian, points out, many of the records and accepted histories of this battle credit Navy Lieutenant Edward Preble with leading the *Pickering* to victory; however, Thiesen demonstrates that Preble had left the ship several months prior, leaving Benjamin Hiller of the Revenue Cutter Service in command. Despite his evidence, the error remained so pervasive that, until recently, even the Coast Guard's official history of the cutter maintained it.

Misattributions abound in later periods as well, and they deprive the Coast Guard of stories about its military value. After World War II, documents published by the Navy often presumed that major accomplishments carried out by the Coast Guard were Navy feats. A history of the USN Atlantic Fleet from 1946 describes the capture of the German-controlled trawler *Buskø* in the fjords of Greenland by Coast Guard Commander Edward "Iceberg"

Smith as "the first blow struck by the United States Navy against Germany." While this indeed was a "first blow, for the Nation" and while Smith later served under the Secretary of the Navy during the war, at the time of the *SS Buskø's* capture in September 1941, the Coast Guard still was operating under the Department

*In April 1941 the Roosevelt Administration signed an agreement with the Danish minister in Washington, Henrik Kauffmann, who refused to take orders from (now German occupied) Copenhagen. It allowed full American military use of Greenland. On that authority, the USCGC Northland (WPG-49) patrolled Greenland in the fall of 1941. On 12 September, alerted by a Danish observer on Ella Island weather station, found and seized the *Buskø* and her crew of 26 men and one woman (wife and medic). (Locals were let go.) The sealer was in the process of visiting several Norwegian stations. Informed about Bradley, Northland stood into Peters Bay, found the agent, who had not yet unpacked his equipment, seized him and destroyed his radio. *Buskø* was then towed to Boston by the USCGC Bear.*

of the Treasury, effecting the capture as part of its peacetime authorities.

Similarly, it wasn't until 2009 that independent research by a Coast Guard officer uncovered the service's role in creating what eventually would become the Navy SEALs. Working under the Office of Strategic Services (OSS) during World War II, the Maritime Unit leveraged the unique boat handling, diving, and signaling skills of its 75 Coast Guardsmen to carry out covert sabotage and exfiltration operations in far-flung locations from Europe to Burma. These skills were so valuable they were sought out by General William Donovan, head of the OSS, yet when the average service member thinks of the Coast Guard, he or she rarely conjures up elite teams of saboteurs destroying military outposts in a mangrove swamp.



OSS insignia

These, of course, are only a handful of examples. Few Coasties have heard of the Coast Guard Landing Party, a riverine raiding force that

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operated in the jungles of Vietnam and who, in one spectacular raid, killed 10 enemy soldiers and captured 59. Fewer still have heard of Patrol Bombing Squadron 6, the Coast Guard's seaplane-bomber detachment, which flew convoy escort missions out of Greenland in World War II. Perhaps even fewer know that the Coast Guard served in theater during the Korean War and at least once made contact with the enemy, or that one of the Coast Guard's predecessors, the Lighthouse Service, captured



On Aug. 6, 1943, Patrol Bombing Squadron 6, a Navy unit manned entirely by Coast Guardsmen, began operating from BLUIE West 1 and Argentia. Bombing 6, commanded by Coast Guard CDR D.B. McDiarmid, was to earn a reputation as one of the busiest and most effective in Coast Guard aviation history. Like every other Coast Guard unit in Greenland, Bombing 6 had to "do a little of everything."

Its 12 PBV-5A Catalina's searched for U-boats and German weather stations, escorted convoys, delivered mail, reported on the movements of the ice, and, on several dozen occasions, guided rescue parties to crashed Army and Navy aircraft. By November 1944, Bombing 6 had flown 638,998 miles in 6,325 flying hours, searching more than 3 million square miles of ice cap and ocean.

ships and planted mines during the Spanish-American War.

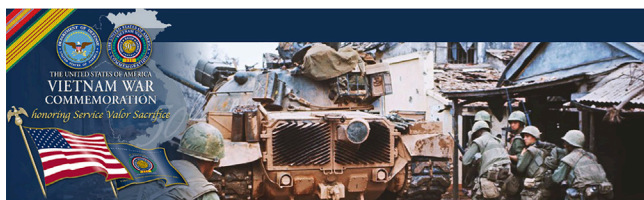
Most of these events have yet to be captured by professional historians, and, unless that happens, they will remain just stories or, worse, will be forgotten. If we want them to grow into rich histories that can define the service and ensure its place in the national defense constellation, the Coast Guard needs a comprehensive, well-funded history

program, capable of researching and sharing its contributions.

Glory to the Shield We Wear

The Coast Guard rarely gets recognized by other services, yet when we speak of Coast Guard heroes, we tend to judge their value based on the awards the other services have granted them. This is problematic: Our focus on only a few well-known wartime heroes, rather than the entire pantheon of lesser-known warfighters, leaves service members—and by extension, policymakers—with the impression that the Coast Guard has accomplished only a few things in wartime.

No one else will uncover the Coast Guard's history for us, and no one else will weave it into the kind of narrative the Coast Guard must tell to demonstrate its military value. Like the



COAST GUARD RETIREE SERVICES IS PLEASED TO BE A COMMEMORATIVE PARTNER IN THANKING AND HONORING OUR VIETNAM VETERANS...

Thanking Vietnam Veterans and Their Families – Long Overdue!

By Retired Army Maj. Gen. Jim Jackson

The Vietnam War Commemoration (VWC) is very excited and grateful to the U.S. Coast Guard and all its subordinate organizations who are Commemorative Partners with us and who regularly thank and honor our Vietnam veterans and their families. Each of these veterans, their families, and especially the retirees, deserve our appreciation and recognition for their service and sacrifice during the Vietnam War era. Most

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were not thanked when they returned from that conflict or service across the world. The Army is doing the right thing – thanking them and welcoming them home!

Americans have been uniting to thank and honor veterans who served during the Vietnam War years—and their families for many years now. But we have many more to find, thank and honor! Spearheading this effort since 2012 is United States of America Vietnam War Commemoration.

The commemoration was authorized by Congress, under DoD auspices, and launched at the Vietnam Veterans Memorial in 2012. Our goal is to thank and honor America’s 6.5 million living veterans of the 9 million who served on active duty in the U.S. Armed Forces from Nov. 1, 1955, to May 15, 1975 — regardless of location — and the families of all who served.

The U.S. Department of Veterans Affairs estimates we are losing more than 500 of these heroic veterans every day. We must act now to do what should have been done 50 years ago. We must find, thank and honor each of these veterans and their families for their service to the nation and we need your help to engage communities across the country so they can be recognized in their home towns where they live and work.



National Vietnam War Veterans Day

Of special significance, two years ago President Donald Trump signed into law the Vietnam War Veterans Recognition Act of 2017, establishing a

National Vietnam War Veterans Day that will be celebrated every March 29, in perpetuity. It’s time to put this on all our calendars.

The commemoration office is also coordinating with governors of all U.S. states, commonwealths and territories, and the mayor of the District of Columbia, to host similar events on or around this day. All of them have already hosted events for Vietnam veterans and their families.

The Vietnam Veterans Memorial in Washington, D.C. — also known as “The Wall” — has played, and will continue to play, a significant role in our nation’s honoring of our Vietnam veterans on March 29th. The Wall is an arresting reminder to its more than 5 million annual visitors of the service and sacrifice of the more than 58,000 Americans. There is something haunting, cleansing and healing about this memorial. If you’ve never visited this memorial, we encourage you to experience this hallowed site.

Commemorative Partner Program

The Commemorative Partner Program is an organizationally-based, hometown-centric initiative established to reach the veterans and their families in their hometowns. Those who have joined as partners have committed to conducting events or activities annually for three years in their local communities that recognize, thank and honor our veterans and their families. The nearly 12,000 partners include a mix of dedicated local and national businesses, corporations, veterans and military organizations, associations, educational institutions, community groups, towns, cities and states. They have held more than 17,000 events to date and have thanked and honored approximately 2.6 million Vietnam era veterans, plus more than 41,000 of their families have received special recognition in memory of their veterans (the Certificate of Honor program, which includes a pin for Surviving Vietnam Veteran Spouses, is found on our website – <https://www.vietnamwar50th>.

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[com/commemorative_partners/certificate_of_honor_program/](#)). We heartily thank ALL of our partners for their continued efforts to recognize more veterans and families. We are now seeking assistance to find those Vietnam era veterans who are unable to attend events. Many are in care facilities, nursing homes, hospices, hospitals, or just in their homes and unable to travel.

Vietnam Veteran Lapel Pin

The Commemoration is also providing Vietnam Veteran Lapel Pins to Commemorative Partners for dignified public presentations during commemorative events, to living veterans who served on active duty in the U.S. Armed Forces during the specified timeframe above, regardless of location of service. Each veteran who served during the dates above is eligible to receive one lapel pin. The pin is a tangible sign of our Nation's thanks and is inscribed on the back with the words "A Grateful Nation Thanks and Honors You."



Vietnam Veteran Lapel Pin (Front)



Vietnam Veteran Lapel Pin (Back)

Veterans and their families can locate upcoming commemorative events in or near their hometowns here; zoom in to locate your state and city or town, and click on a blue pin to reveal details of an upcoming event, including contact information.

If there are no events in your area, check back frequently as new events are added every week. Veterans who need help finding an event can email the Commemoration at whs.pentagon.wso.mbx.vnwar50th-cpp-events-application@mail.mil.

The Vietnam War Commemoration heartily thanks the Coast Guard, and especially its awesome retirees, for its support of our

mission – finding, thanking and honoring Vietnam veterans and their families. Your participation, and that of thousands of our other Commemorative Partners around the Nation, is deeply appreciated. We have much more work to do...please help us find and honor these veterans.

Retired Army Maj. Gen. Jim Jackson is the Director of The United States of America Vietnam War Commemoration.

NATIONAL DESERT STORM WAR MEMORIAL APPROVED CONCEPT UNVEILED

By: Todd South



The National Desert Storm and Desert Shield Memorial will be built near the Lincoln and Vietnam Memorials. It is expected to be built in time for the 30th anniversary of the 1991 Gulf War battles.

The final concept for a National Desert Storm Desert Shield War Memorial was unveiled on the 6th of December 2019.

The design — a stone, sand-colored sweeping left hook around an elevated pool of water — symbolizes the left hook that U.S.-led coalition forces, coming out of Saudi Arabia, used to sweep into southern Iraq and Kuwait, outflanking Iraqi troops.

Earlier designs did not include the pool of water and had a raised wall rather than one built into the ground.

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The concept was approved by the Commission of Fine Arts recently and unveiled at a ceremony in Fredericksburg, Texas, at the site of one the partners of National Desert Storm War Memorial Association.

Some details may change, but the basic structure and overall look of the memorial will fit into the concept that's been approved by the U.S. Commission of Fine Arts.

In an email to Military Times, Scott Stump, president and CEO of NDSWM Association, explained some of what happens next.

“This essentially approves the design footprint and layout. We continue to work on developing the commemorative content and details such as quotes, carvings, statues, relief, etc. to be included on the memorial. We would then go before the CFA for final design approval, projected to happen sometime next year,” Stump wrote.

Much of that will come from to be with feedback from veterans of the conflict that's already been gathered.

“They're input influenced the design,” said Randy Schumacher, lead designer told local news outlet Fox 7 Austin. “It influenced the left hook shape of the design. Veteran input had a lot to do with the shape that the memorial has taken.”

The final design will include “detailing quotes, fonts, images, bronze sculptures and carvings,” according to a statement provided by the association. The exact quotes and carvings were not included in the release.

At a February dedication ceremony at the future site of the memorial, next to the Lincoln Memorial in Washington, D.C. speakers linked the quick victory in the Persian Gulf War with cultural memory from the Vietnam War, which stands within sight of the newest memorial off the National Mall.

Some of those sentiments were echoed in the design unveiling.



Map showing the future site of the National Desert Storm War Memorial, on 23rd Street NW and Constitution Avenue NW near the National Mall. (OLIN Studio/CSO Architects)

“The world needs to know about the victory and how the country treated veterans differently than what they treated Vietnam veterans. And Desert Storm helped that pivot to come about,” Cee Freeman, vice president, National Desert Storm War Memorial Association.

The initial push for a memorial began in 2010 and enabling legislation was signed into law approving the memorial in 2014. The law authorizing it to be built near the National Mall was approved in 2017 and the site was approved in 2018.

The memorial is scheduled to be completed by Veterans Day 2021, celebrating the 30th anniversary of the war.

USCG WARNS OF CONSEQUENCES FOR FALSE MAYDAY CALLS

<https://coastguardnews.com/coast-guard-warns-of-consequences-for-false-mayday-calls-after-two-calls-sunday/2019/03/18/>

SEATTLE — The Coast Guard is warning individuals who make false mayday reports to the Coast Guard that there are consequences to those actions.

Coast Guard Sector Puget Sound Command Center personnel received two uncorrelated mayday calls on one day. If a person is found guilty of making a hoax call to the Coast

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Guard, a person can face up to 6 years in prison, a \$250,000 criminal fine, a \$5,000 civil fine and reimbursement to the Coast Guard for the cost of performing the search. The hourly standard rates for Coast Guard assets can be found at Coast Guard Reimbursable Standard Rates.



“Hoax calls waste valuable time and resources, but more importantly it puts responding personnel in danger and can interfere with legitimate search and rescue cases,” said Lt. Cmdr. Brook Serbu, command center chief, Coast Guard 13th District. “With the spring boating season nearly here and the summer season fast approaching, Coast Guard personnel throughout the Pacific Northwest need to be responding to the real emergencies and don’t have time to chase down false reports.”

If you hear a false mayday call, or you have information which might lead to the perpetrator, call the nearest Coast Guard unit or contact the Federal Communications Commission.

U S COAST GUARD NAMES TWO NEW COAST GUARD CITIES IN ALASKA, WASHINGTON

WASHINGTON — The U.S. Coast Guard has designated the cities of Cordova, Alaska, and Westport, Washington, as Coast Guard Cities through 2024.

A “Coast Guard City” designation highlights an enduring relationship a community has with its local Coast Guard facility and personnel. The Coast Guard values these connections and is proud to highlight the efforts these communities make to support the service members and their families.

The cities’ mayors were notified about their Coast Guard City designations by their respective Coast Guard district commanders. Cordova and Westport are scheduled to have events celebrating their designations in early 2020.

Cordova, Alaska, in Coast Guard District 17, is a community of 2,205 year-round residents located in Prince William Sound and is the largest commercial fishing port in the region. The Coast Guard has been in Cordova since 1937 with the Coast Guard Cutters *Sorrel*, *Sweetbrier*, *Sycamore* and *Fir*. Coast Guard Base Kodiak established a housing complex for Coast Guard personnel there and Air Station Kodiak has had an Aviation Support Facility in Cordova since 1980.

Westport, Washington, is located in Coast Guard District 13, and the service’s relationship with the town goes back to 1897 when the U.S. Lifesaving Service and the U. S. Lighthouse Establishment were there. Both entities were critical components to the region as local lumber shipping and fishing industries grew. When the U. S. Lifesaving Service became the Coast Guard in 1915, Westport had already enjoyed making the service a core fixture of the local community for almost 20 years.

There are currently 28 Coast Guard Cities and Coast Guard Communities. The Standing Board for the Coast Guard Cities program welcomes new cities, counties and municipalities to apply for Coast Guard City status. The designation remains effective for five years. After that time, the city must provide an updated application for recertification. The complete list of designated locales and guidelines to apply and re-certify can be found at <https://www.uscg.mil/Community/cities/>.



LEGACY OF LIGHT: LAST-OF-A-KIND LIGHTHOUSE SHINES OVER CHESAPEAKE BAY

U.S. Coast Guard 5th District PA Detachment Baltimore



ANNAPOLIS, Md. – The Thomas Point Shoal Light is the last screw-pile lighthouse on its original foundation in the United States and the last lighthouse that Coast Guardsmen served in on the Chesapeake Bay

Until 1986, U.S. Coast Guardsmen served on the offshore light that is located south of Annapolis, Maryland's state capital.

The unique hexagonal screw-pile lighthouse was constructed in 1875 and fixed to the bottom of the Chesapeake Bay using a technique developed by Alexander Mitchell, an Irish lighthouse designer. The world's first screw-pile lighthouse was lit in England in 1840.

Today, the U.S. Coast Guard still maintains the Thomas Point Light but the lighthouse structure was transferred to the City of Annapolis, Anne Arundel County, the Annapolis Maritime Museum and the U. S. Lighthouse Society in 2004. Named a National Historical Landmark in 1999, the Thomas Point Lighthouse is one of only 12 lighthouses in the U. S. to earn this high honor.

“The lighthouse marks the shoals at the entrance to Annapolis,” said Senior Chief Petty Officer John Kopp, the officer-in-charge of Aids to Navigation Team Baltimore, the team that maintains the light.

Kopp said the other Chesapeake Bay screw-pile lighthouses have been destroyed or moved to shore-side museums. A native of Philadelphia, Kopp leads the 20-person ATON team that maintains 508 primary Aids to Navigation, including six major lights and 42 range lights.

The U.S. Lighthouse Society hosts the tours of the Thomas Point Lighthouse between June and October every year. The tours depart from the Annapolis Maritime Museum.

According to Jeff Gales from the U. S. Lighthouse Society Headquarters, more than 2,000 people have visited the lighthouse since it first opened for tours in 2007.

“The Thomas Point Shoal project is a special and unique partnership between us, Anne Arundel County and the Annapolis Maritime Museum,” said Gales, who has worked at the U. S. Lighthouse Society Headquarters for 14 years.

Chief Warrant Officer Christopher Runt, the Coast Guard Sector Maryland-National Capital Region Aids to Navigation officer, said screw-pile lighthouses were ideally suited for the 180-mile-long Chesapeake Bay.

“One of the things that makes this region unique is that most of our work is on an estuary and the 150 rivers and streams that feed into it,” said Runt. “We also are located in a region where we contend with the damage done by both hurricanes in the summer and ice in the winter.”

In the past, ice floes wreaked havoc on the screw-pile lighthouses on the Chesapeake Bay. Ice has damaged, destroyed and sometimes set them adrift. In 1881, the Sharps Island Lighthouse was knocked off its foundation by an ice floe and drifted for more than 16 hours with its keepers still inside until it ran aground almost five miles away.

Over the years, rock rip-rap and ice breakers were installed to protect the Thomas Point Light from ice floes.

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“The Thomas Point Shoal Lighthouse was intentionally designed to withstand the forces that ice puts on our structures,” said Runt. “The rock rip-rap was added to shield the legs from the moving ice.”

The cottage style lighthouse building supports the cupola light room that housed a 440-pound 4th order Fresnel lens until the light was automated in 1986. Today, the solar-powered LED light shines a white light 16 nautical miles and a red light 11 nautical miles.

The Fresnel lens that was used in the lighthouse now marks the entrance to Sector Maryland-National Capital Region Office



“The lens represents our shared history, both ATON and maritime, on the Chesapeake Bay,”

said Runt. “Our current ATON crews are trusted to maintain the Aids to Navigation with the same dedication as the crews that have come before us for the last 230 years.”



ORIGINS OF NAUTICAL TERMS

He Knows The Ropes—When we say someone knows the ropes we infer that he knows his way around at sea and is quite capable of handling most nautical problems. Through the years the phrase's meaning has changed somewhat. Originally, the statement was printed on a seaman's discharge to indicate that he knew the names and primary uses of the main ropes on board ship. In other words, "This man is a novice seaman and knows only the basics of seamanship."

Horse Latitudes—Located near the West Indies between 30 and 40 degrees north latitude, these waters were noted for unfavorable winds that becalmed cattle ships heading from Europe to America.

Jacob's Ladder—A jacob's ladder is a portable ladder made of rope or metal and used primarily as an aid in boarding ship. Originally, the jacob's ladder was a network of line leading to the skysail on wooden ships. The name alludes to the biblical Jacob reputed to have dreamed that he climbed a ladder to the sky.

Keelhaul—To be keelhailed today is merely to be given a severe reprimand for some infraction of the rules. As late as the 19th century, however, it meant the extreme. It was a dire and often fatal torture employed to punish offenders of certain naval laws.

An offender was securely bound both hand and foot and had heavy weights attached to his body. He was then lowered over the ship's side and slowly dragged along under the ship's hull. If he didn't drown -- which was rare -- barnacles usually ripped him, causing him to bleed to death.

Knot—The term knot or nautical mile, is used world-wide to denote one's speed through water. Today, we measure knots with electronic devices, but 200 years ago such devices were unknown. Ingenious mariners devised a speed measuring device both easy to use and reliable: the "log line." From this method we get the term "knot."

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

