

United States Coast Guard
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“They Also Serve”

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**THE NEW COMMANDER 13th
COAST GUARD DISTRICT, REAR
ADMIRAL ANTHONY J. VOGT**

U.S. Coast Guard Rear Admiral Anthony J. Vogt assumed the duties as Commander of the Thirteenth Coast Guard District headquartered in Seattle on 19 July 2019. He is responsible for all Coast Guard operations throughout the Pacific Northwest which includes protecting life and property, enforcing federal laws and treaties, preserving the living marine resources, and promoting national security. The Thirteenth District spans over the states of Washington, Oregon, Idaho, and Montana and includes more than 4,400 miles of coastline, 600 miles of inland waterways, and a 125 nautical mile international border with Canada.



In order to accomplish the Coast Guard's missions in the Pacific Northwest, the Thirteenth District is home to approximately 1,746 active duty, 133 civilian, and 456 reserve personnel, three Sectors, three Air Stations, a Marine Safety Unit, a Maritime Force Protection Unit, 15 multi-mission small boat stations, four Aids to Navigation Teams, 12 patrol boats, and three Aids to Navigation Cutters. In addition to maintaining operational control over all Coast Guard activities in the district, Rear Admiral Vogt is responsible for cultivating efficient and effective relationships with numerous other federal, state, and local agencies, elected officials, the tribal nations located in the Pacific Northwest, and with the Coast Guard's international counterparts.

Rear Admiral Vogt's previous Flag Assignments include Coast

Guard Assistant Commandant for Response Policy, in this capacity, he was responsible for the development of strategic response doctrine and policy guidance for all Coast Guard forces. Prior to that, he served as the Director of Governmental and Public Affairs for the Coast Guard, where he was responsible for external engagement with Congress, the media, and other intergovernmental bodies.

Originally from Chapel Hill, North Carolina, Rear Admiral Vogt is a 1987 graduate of the U.S. Coast Guard Academy, where he earned a Bachelor's degree in Government. After an assignment as a deck watch officer and engineer aboard the Coast Guard Cutter *Jarvis* (WHEC-725), he was selected for Naval Flight Training in Pensacola, FL, earning his wings in 1990.

Rear Admiral Vogt served at six Coast Guard Air Stations spanning Hawaii, California,

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Louisiana, Georgia, and Florida. He was designated an Aeronautical Engineer in 1994 and served as an aviation engineer in both New Orleans, Louisiana and Clearwater, Florida. He qualified in HH-65 and HH-60 helicopters and the HC-130 aircraft, received the Federal Executive Board Heroism Award for a rescue in Los Angeles and flew rescue missions during Hurricane Katrina. Additionally, he commanded Air Station Savannah, Georgia from 2006 to 2008 and Air Station Barbers Point, Hawaii from 2009 to 2012. His staff assignments include Aviation Resource Division Chief in the Office of Aeronautical Engineering at Coast Guard Headquarters, Chief of Staff for the Seventeenth Coast Guard District in Juneau, Alaska and Assistant Superintendent of the Coast Guard Academy in New London, Connecticut.

He earned a Master of Science Degree in Industrial Administration from Purdue University and a Master of Science Degree in National Resources Strategy from the Eisenhower School for National Security and Resources Strategy in Washington, D.C.

Rear Admiral Vogt is married to the former Mary Beth Sedlacek, of Florida, and has four grown children, Joanna, Hannah, John, and Sam. From the USCG Retirees: "Welcome aboard the 13th District Admiral Vogt!"

PRO OR CON: SHOULD THE U S COAST GUARD BE MOVED FROM HOMELAND SECURITY TO DEPARTMENT OF NAVY?



Argument for move:

PUT THE COAST GUARD IN THE DEPARTMENT OF THE NAVY

By Lieutenant Commander Daniel Wiltshire, U.S. Coast Guard



The Legend-class cutter USCGC Stratton (WMSL-752) and littoral combat ship USS Coronado (LCS-4) steam in formation. U.S. Navy (Ryan Riley)

The Coast Guard is at all times an armed service, but it has been orphaned as the lone military branch residing in non-military executive departments—Treasury, Transportation, and now Homeland Security. Under such disparate management, two constants have remained: First, the Coast Guard provides a disproportionate return on investment, efficiently accomplishing its missions at home and around the world. Second, the Coast Guard is consistently underfunded. To maximize the first and resolve the second, the Coast Guard must permanently reside in the Department of the Navy (DoN) just as the Marine Corps does. The Navy has the acumen to advocate for steady Coast Guard funding, and it possesses the expertise to equip a maritime armed force. Better alignment with the Navy also would eliminate notable inefficiencies extant in the Coast Guard.

Always Under-resourced

If it can be said that the Navy has fought the War on Terror with ships procured under the Reagan administration, the Coast Guard has done so with a cutter fleet largely procured

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under the Franklin D. Roosevelt, Kennedy, and Nixon administrations. An initial funding surge when the Coast Guard moved from the Department of Transportation (DoT) to Homeland Security (DHS) addressed some readiness challenges, but any benefit was offset by increased operational demand. This led to dangerous readiness issues, including the troubled 2008 deployment of USCGC *Dallas* (WHEC-716) to the Black Sea. Carrying relief supplies for Georgia after Russia's invasion, the aging cutter—a veteran of Vietnam—suffered multiple shipboard fires during the crossing.

Readiness issues continue, and the Commandant recently stated that the Coast Guard is nearing a “readiness tipping point.” Despite some success recapitalizing the cutter fleet, the Coast Guard faces a “bow wave” of deferred maintenance and construction while demand for Coast Guard support has soared. Even successes such as the three planned Polar Security Cutters seem insufficient compared to Russia's fleet of 46 icebreakers. From the Arctic to the Indo-Pacific where the over tasked Navy is relying on Coast Guard cutters as a backstop, the Coast Guard's responsibilities are growing even as it is threatened with budget cuts.

The Cost of an Armed Service

Defense spending is notoriously difficult to cut, but the Coast Guard budget is an ever-vulnerable discretionary line item under DHS. For example, funding for the Polar Security Cutter—a national strategic asset—has been threatened by requirements to fund a border wall. Congress has repeatedly intervened to prevent catastrophic budget cuts, but, according to testimony before the Coast Guard and Maritime Transportation Committee, the Office of Management and Budget has even prevented the Coast Guard from asking Congress for the funding it really needs.

The service has a well-deserved reputation for being forthright and guileless, like a poker player who never bluffs. Unfortunately, that is

not the way to win beltway budget battles. The Navy, on the other hand, excels at hardnosed brinkmanship, combatting Air Force mission encroachment in the 1949 “Revolt of the Admirals,” gapping Persian Gulf aircraft carrier coverage amid nuclear talks to underscore readiness issues in 2015, and proposing to retire the USS *Harry S. Truman* (CVN-75) early to compensate for budget shortfalls. Having a sharp-elbowed patron such as the Navy would provide the budgetary clout needed to protect Coast Guard funding.

Maritime armed forces are different than land-based law enforcement or emergency management agencies, and procuring, building, and maintaining cutters equivalent in size to minesweepers and frigates is fundamentally dissimilar to buying small boats for Customs and Border Patrol or ensuring airport security, or any of the tasks of the other 21 agencies within DHS. DHS is not optimized to provide the subject-matter expertise needed to train, man, equip, and employ maritime armed forces.

While the Coast Guard has maintained its multi-mission focus under three different departments, alignment under DoN will best equip the Coast Guard for the world ahead. The 2003 shift from DoT to DHS made sense based on post-9/11 assumptions. With the United States as the sole superpower, experts predicted that terrorism—not great power conflict—would be the prime national security threat for decades to come. But those experts were wrong.

China, Russia, North Korea, and Iran have become the most likely flash points, even as great power interests collide in Crimea, Syria, and the melting Arctic. Closer to home, the potential collapse of Venezuela could prompt a mass migration reminiscent of the 1980 Mariel Boat Lift. Given these factors, the Coast Guard can anticipate executing its 11 statutory missions in a world that looks more like 20th-

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century conflict and wars than the War on Terror.

Inefficiencies

Inconsistent funding and lack of alignment with the Navy have led to procurement missteps. For example, in 2005 the Coast Guard replaced the DoD preferred M9 pistol, chambered in NATO-standard 9-mm fully jacketed ammunition, with the DHS-oriented SigSauer P229, chambered in .40-caliber hollow-point bullets. This leaves Coast Guard forces deploying in support of DoD with the logistical headaches of either supplying nonstandard ammunition or maintaining qualification on the legacy M9.

More serious, when in 2006 the Coast Guard stumbled in the early stages of a vitally needed fleet recapitalization, Congress found the service lacked the procurement expertise needed to manage new ship construction, and mandated that the Navy provide acquisition and engineering assistance.

Recruiting and diversity also suffer from nonalignment with DoD, and—despite some progress—the Coast Guard has drawn Congressional scrutiny for lagging behind the other services. The service is better known regionally than nationally, and it has comparatively small recruiting and public affairs programs. Compare Coast Guard Recruiting Command's 451 personnel and 78 recruiting offices to the Navy's nearly 6,000 personnel and 1,400 recruiting stations. Were Coast Guard recruiting supported by Navy Recruiting Command's infrastructure, it would surely make better progress in achieving its recruiting objectives.

While the Coast Guard is adept at operating with other armed services and civilian agencies—prominently coordinating joint and interagency operations during disasters—it falls outside the Goldwater-Nichols Department of Defense Reform Act. This

creates a variety of inefficiencies, especially regarding jointness. But more important, “purple” joint assignments are not mandatory in the Coast Guard, and Joint Professional Military Education Phase I is not required for mid-grade officers. Consequently, while the afloat, aviation, and deployable specialized forces communities often gain joint experience through operations, other prominent communities receive little exposure to the joint force. This isolation risks fostering the type of parochialism once common in the pre-Goldwater-Nichols DoD.

Obstacles

While placing the Coast Guard under the DoN would bolster advocacy, funding, and efficiency, there exist some concerns that should be considered.

Posse Comitatus: A common misconception is that the Posse Comitatus Act prohibits DoD from conducting law enforcement, and the Coast Guard is exempted only because it resides under DHS. In fact, the Act—a cynical law proposed by former Confederate states to prevent the Army (and only the Army)—from enforcing Reconstruction, does not apply to the Navy, Marine Corps, or Coast Guard. The sea services remained excluded even after Congress amended the Act in 1956 to include the newly independent Air Force. While the Navy and Marine Corps lack affirmative statutory law enforcement authority, the Coast Guard would retain its own enforcement authority even as part of the Navy.

Interservice Competition: Another concern is that the Coast Guard would lose funding and missions amid interservice rivalry. Simply put, the Coast Guard's \$11.34 billion is too little to steal. In any case, the Navy has no desire to be a coast guard. Historically, the Navy has asked the Coast Guard to provide its specialized capabilities instead of developing those capabilities within itself, except when the Coast Guard has had insufficient assets to meet

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the demand. (For example, the “Brown Water Navy” in Vietnam and the Riverine Squadrons in Operation Iraqi Freedom resulted from a lack of Coast Guard capacity. In each case, the Navy viewed the missions as deviations from the ideal surface warfare career path and curtailed them after each conflict.) Today, the Navy actually funds Coast Guard capabilities such as the six Island-class cutters forward-deployed to the Arabian Gulf, and the Maritime Force Protection Units that protect nuclear submarines. There is little reason to believe things would change if the Coast Guard were under the DoN.

Coast Guard Service Culture: A final concern is that the Coast Guard would lose its multi-mission culture if placed in the DoN, trading “Semper Paratus” for “Damn the Torpedoes.” No one would confuse Marine Corps culture with that of the Navy, however, even after centuries within the DoN, even though most Marine officers access through the Naval Academy or the Naval Reserve Officer Training Corps. If boot camp at Cape May, New Jersey, and the Coast Guard Academy in New London, Connecticut, remain separate from their Navy counterparts, they will continue to instill Coast Guard culture, and the service will not lose its unique character.

Semper Gumby

The Coast Guard is of course more than an armed force, and its nondefense missions ensure U.S. security and prosperity. However, aligning the Coast Guard based on those other missions rather than its inherently military character has long failed to keep the service properly funded.

Federal law already places the Coast Guard in the Navy Department in wartime—the service moved in both world wars—because it is efficient. However, the Coast Guard is at “war” every day. Whether fighting hot wars such as Operation Iraqi Freedom, conducting search and rescue on the Great Lakes, or patrolling

the South China Sea, every time a Coast Guard cutter gets under way or a helicopter takes off, it does so in what is effectively an active theater of operations.

Transfer to the DoN will not be a cure-all, but all the devotion to duty in the world—the kind that prompts an entire service to work without a paycheck for weeks on end—cannot make up for unreliable funding. Money builds ships and maintains aircraft, and maintaining a maritime armed service is not like maintaining a domestic law enforcement agency. Moreover, maintaining an armed service outside of DoD leads to inevitable inefficiencies. The Department of the Navy is where the resources needed to oversee a maritime armed service reside, and it is where the Coast Guard needs to be.

Arguement against move:

**COAST GUARD TO CONGRESS:
DON'T MOVE US TO PENTAGON**

By Brendan McGarry



Coastguardsmen with captured contraband at Coast Guard Base Miami Beach in April 13. (US Coast Guard photo/Sabrina Laberdesque)

The U.S. Coast Guard is happy to be part of the Homeland Security Department and doesn't see a need to reorganize under the Defense Department, an official said.

Coast Guard Commandant Adm. Paul F. Zukunft has said "the best place for us is the

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Department of Homeland Security and I agree with him," Vice Commandant Adm. Charles Michel said on Friday at the annual Military Reporters and Editors conference in Arlington, Va., outside Washington, D.C.

The service is the smallest branch of the U.S. armed forces and the only one that falls under the Homeland Security Department rather than the Pentagon -- an organizational structure recently questioned by a lawmaker.

Rep. Duncan Hunter, chairman of the House Transportation and Infrastructure's Coast Guard and Maritime Transportation Subcommittee, recently supported such a change to better shield the service from potential spending reductions. A Republican from California, Hunter is also a member of the House Armed Services Committee.

"First and foremost, the Coast Guard is a military force," he wrote in a March 17 letter to President Donald Trump. "It deserves to be housed in a department that recognizes the importance of its mission, and has the capabilities to properly advocate for greatly needed resources. And the Coast Guard's mission set, acquisition needs and national security role provide a strong case that our country would be best served by housing the Coast Guard at DoD."

Hunter also wrote that over time, "the Coast Guard's mission importance has not been properly recognized or advocated for -- as demonstrated by years of underfunded budget requests, and perhaps most clearly, by this year's grossly inadequate proposed Office of Management and Budget (OMB) funding guidance."

The lawmaker, who is under investigation by the Justice Department for using campaign funds on personal expenses, was referring to the OMB proposal to cut \$1.3 billion from the Coast Guard's roughly \$10 billion annual budget as part of the fiscal 2018 federal budget

request. The decision was reversed after an outcry from naval and maritime advocates.

"There was only one skinny budget that was delivered to [Capitol] Hill and when you look at that, that's a sustainment budget for the Coast Guard," Michel said. "That's something we can work with and that's what we're marching forward on."

As for the organizational change, the vice commandant said the issue is a perennial one that has been debated for decades -- going back to when the Coast Guard was part of the Treasury Department from 1790 to 1967.

"The Department of Homeland Security is a Tier 1 department," he said. "Most of the Coast Guard missions fit very comfortably within the Department of Homeland Security and our secretary has, as evidenced by this skinny budget that was ultimately delivered to the Hill, is a great advocate for us and we're very happy."

Michel said the Coast Guard works "extremely well" with other parts of the department, including U.S. Customs and Border Protection (CBP), U.S. Immigration and Customs Enforcement (ICE), Transportation Security Administration (TSA) and the Federal Emergency Management Agency (FEMA), he said.

He added, "I think it's the right fit, the commandant said it's the right fit and I'm pretty sure that's the way we're going to respond to Mr. Hunter, too."

Yet even the commandant has issued reminders that the service is a branch of the military.

"The Coast Guard is an armed service," Zukunft said during his March 16 "State of the Coast Guard" address at the National Press Club in Washington, D.C.

"Yet we are not postured to benefit from vital national security investments because our funding is classified incorrectly," he said.

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"Our men and women are military members who operate on the front lines to secure our nation and our borders. Our service must be categorized and funded accordingly."



ARE YOU WAAC, WAVE, OR SPAM?

By A. Denis Clift

Dr. Dorothy C. Stratton was serving as dean of women at Purdue University when she was recruited by friends to become one of the first officers in the Navy WAVES (WOMEN ACCEPTED FOR VOLUNTARY EMERGENCY SERVICE) in 1942. Following World War II, she would return to a distinguished civilian career, including as the first director of personnel for the International Monetary Fund and national executive director of the Girl Scouts of America. She was awarded several honorary degrees in a remarkable life of 107 years. In 2010, the Coast Guard christened the third Legend-class cutter USCGC *Stratton* (WMSL-752) in her honor.

Following graduation from WAVES training, Lieutenant Stratton had a three-week tour at the University of Wisconsin radio operators' school before being summoned back to

Washington by the Navy. As she recalls in these edited excerpts from her Naval Institute oral history:

There I was taken into a room full of admirals. These were Coast Guard admirals. Admiral Russell Woesche was Commandant, a wonderful man.

Then I was asked a good many questions. They told me what they wanted and why I was there.



Navy WAVES Lieutenant Dorothy Stratton interviews with Coast Guard Commandant Vice Admiral Russell Woesche, "Loaned" to the Coast Guard, she became the first director of the USCG's women's volunteer SPAR reserve

U.S. COAST GUARD Photo

As it turns out, they needed someone to get the Coast Guard women's volunteer reserve under way. The branch was signed into law by President Franklin Roosevelt on 23 November 1942 and authorized the acceptance of women into the reserve for the duration of the war plus six months.

After we got the legislation, I was sworn in as director on the 24th as a lieutenant commander and asked WAVES director Mildred McAfee if it would be possible to get a nucleus of WAVES officers to start us off. She said yes.

Then came the question, What are we going to call this unit? I tossed on that hard bed many nights trying to think. Then it came to me, the motto of the Coast Guard—Semper Paratus, Always Ready, SPAR!

I proposed it to the Commandant and his assistants. They accepted it. That was one thing I did.

I didn't know anything about the Coast Guard. I asked to have an officer assigned to me. He was very handsome, Commander Jewell. I don't know whether he liked the assignment, but he was tremendously helpful. Without him, I would have made many more blunders.

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We had a decision to make almost immediately: where to do our SPAR officer training. We were the only service that would train women officers at the regular Academy. The standards had all been set for the male cadets. Here were these women, a lot of them in their thirties in the first groups, who were doing all these physical exercises, learning to shoot guns, doing all the things they weren't going to be called on to do later.

I believe it was a good decision, training at the Academy. If you had had them training in a hotel somewhere, they just couldn't have experienced that same feeling of the whole history and background of the Coast Guard.

Another early question we solved differently from the WAACs and WAVES was how to address our women officers. The WAACs called them ma'am. The WAVES said, "Good morning, Miss Jones." We just decided since women were in the service, we would say, "Good morning, sir." We used "sir" for everybody. That got us over one very awkward hump.

The SPARS would grow in numbers to 12,000, and their service would include assignments in Alaska and Hawaii. Stratton would rise to the rank of captain. Looking back, she recalled numerous funny incidents.



USCGC Spar (WLB 206) a seagoing buoy tender home-ported in Kodiak, Alaska. USCG Photo.

I remember one time I was down in Norfolk with a SPAR driver, a very good driver, who never saluted. The officer in charge had a little chat with her and said, "Look, this won't do. You're supposed to salute." She said, "Well, I'll tell you, I just don't care very much for saluting."

When I was out in Minneapolis to make a speech, my introducer said, "Captain Stratton always lives up to the motto of the Coast Guard—Seldom Prepared But Always Ready."

Then there was the story of the little old lady across the aisle on a train ride to the West Coast. Finally, she couldn't stand it anymore. She looked across and said, "*Excuse me, but do you mind if I ask, are you WAAC, WAVE, or SPAM?*"



USCGC John Midgett (WHEC 726), home port Seattle, Washington. USCG Photo

NEW NAMES FOR 378 CUTTER.

The Hamilton class cutter, *Midgett* (WHEC-726) has been renamed the *John Midgett* (WHEC 726) as the new *Midgett* (WMSL-757), the eighth Legend-class National Security Cutter prepared for commissioning in August 2019. The new *Midgett* (WMSL 757), will be home-ported in Honolulu, Hawaii, and is the third ship in its class (HERO) to be named for outstanding Coast Guardsmen. The cutters namesake, the late Chief Warrant Officer John Allen "BOSN/Bosun" Midgett, Jr. was born in 1876 in Rodanthe, North Carolina, and served

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for nearly forty years with the United States Life-Saving Service and the Coast Guard. He was awarded the Gold Lifesaving Medal, the country's highest award for saving a life, for his heroic rescue of thirty six crewmen from the torpedoed British tanker *Mirlo* in 1918. Bos'n Midgett and his lifeboat crew rescued the entire crew, despite rough seas and flames from the tanker's cargo of refined oil and gasoline.

The Midgett family (earlier spelled Midgette and Midyett) has lived along the coast of Virginia and the Outer Banks of North Carolina for nearly three centuries, and has a long tradition in maritime service. John Allen "Bos'n" Midgett, Jr. was one of seven Midgett family members to have been awarded the Gold Lifesaving Medal. More than 150 living members of the Midgett family have made the Coast Guard a career, including more than thirty who are still on active duty.

A similar name change from a Hamilton class cutter to a Legend class National Security cutter occurred when Seattle's *Munro* (WHEC 724) was renamed the *Douglas Munro* (WHEC 724) and the newly commissioned 418 foot National Security cutter *Munro* (WMSL-755) was commissioned in 2017. In like manner the *Hamilton* (WHEC 715), decommissioned in 2011, passed its name to the *Hamilton* (WMSL-753) in December 2014

The *John Midgett* (WHEC 726) was the twelfth and last of the 378 fleet of high endurance cutters commissioned. Built in Avondale Shipyard in New Orleans, Louisiana the ship was commissioned on 17 March 1972 and home-ported in Seattle, Washington. The *John Midgett* was decommissioned on 7 January 1991 and placed in Fleet Renovation and Maintenance (FRAM) as it underwent extensive weapon, electronic and design changes. The cutter was then put in "Commission Special" status on 25 April 1992. The cutter was fully recommissioned in February 1993 and resumed their normal

duties of Homeland Security, Search and Rescue, Maritime Law Enforcement, Fishery Conservation and Management, drug interdiction laws and Alien Migrant Interdiction operations in the Pacific from the Bering Sea to Central America.

The Hamilton-class cutters were the largest class of vessel in the United States Coast Guard until replaced by the Legend-class cutter, aside from the Polar-class icebreakers. The hull classification symbol was prefixed WHEC. The cutters are called the Hamilton class after their lead ship, or "Secretary class" because most of the vessels in the class were named for former Secretaries of the Treasury (with the exception of "Hero-class cutters" *Jarvis*, *Munro* and *Midgett*).

They are powered by a combined diesel or gas (CODOG) system consisting of two diesel engines and two gas turbines, and had controllable-pitch propellers. Equipped with a helicopter flight deck, retractable hangar, and the facilities to support helicopter deployment, these 12 cutters joined the Coast Guard inventory in the late 1960s to early 1970.

Today 75% of the WHEC cutters have been transferred to foreign allies:

- *Jarvis* (WHEC 725) and *Rush* (WHEC 723)—Bangladesh
- *Chase* (WHEC 718) and *Gallatin* (WHEC 721)—Nigeria
- *Boutwell* (WHEC 719), *Hamilton* (WHEC 715) and *Dallas* (WHEC 716)—Philippines,
- *Sherman* (WHEC 720)—Sri Lanka,
- *Morgenthau* (WHEC 722)—Vietnam

and only three remain WHEC's in the USCG fleet today:

- *Mellon* (WHEC 717), and *John Midgett* (WHEC 726)—Seattle, Washington
- *Douglas Munro* (WHEC 724)—Kodiak, Alaska.

WWII ATTACK ON PORT ANGELES, WASHINGTON

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The account of the bombing of the Coast Guard Air Station in Port Angeles in June 1942, six months following the attack on Pearl Harbor, is still remembered vividly by only a few survivors of time but goes unknown by most. The episode starts with the station's Commanding officer at the time, Lieutenant Donald B. MacDiarmid, USCG.



Lieutenant Donald B. MacDiarmid, USCG

MacDiarmid, fresh from flight training in 1938, arrived at the Coast Guard Air Station, Port Angeles he once described as "the 8-ball station." He served his first year of nearly five here as aircraft engineering officer. However, not one with a career for starting at the bottom, he filled out the remaining tour as commanding officer. At one time as the war manpower level bloomed, he had a command with thirty officers and six hundred enlisted men.



*Offices and quarters at Port Angeles Air Station in 1942.
USCG Photo*

MacDiarmid, a real life character to rival screen portrayals of John Wayne, often expressed frustration over the lack of aggression by his officers. One comment he frequently wrote was, "The pilot assigned, if he prove inadequate, will either (a) fumble the mission through over-timidity and caution or (b) lose his ship and crew through a lack of ability or lack of horse sense."

Even with the opportunities MacDiarmid enjoyed, he had greater ambitions. Immediately after the Japanese attack on Pearl Harbor he initiated a glut of letters, official and unofficial, requesting "combat duty of any kind" as the war waged and he watched men assigned to him sent off to fight. MacDiarmid's existence became a real life parallel to the fictional Mister Roberts fighting fruitless battles openly with equally irascible superiors. His personal skirmish was fought on the home front trying to feed, quarter, and train his men, acquire obsolete airplanes, supplies, and a few trained officers in the frantic scrambling to gear up for the big war. In his unceasing effort, "Captain Mac" was devoted to the chance that he might receive a transfer to combat, any combat.

MacDiarmid struggled with bureaucratic bumbling getting new men trained. Then he soon saw them leave for more dramatic roles in the new war, only to be replaced by more "boots." He felt abandoned. In a plea exposing more of his feelings, typically using an encompassing population for his voice, he wrote, "The pilots of this station generally feel that they have been pushed in a corner and forgotten or that their potential fighting value is held in very low regard."

This statement refutes contradicting information in a series of his reports where he states most of his pilots are new and inexperienced. And, furthermore, most of the experienced were transferred after only a short stay.

Each letter he wrote to superiors conflicted

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with previous missives. The subject depended on the point he wished to make at that moment. For example, in the following excerpt he might be the only “flyer” meeting the description except he did not have “thousands of hours,” at the time. No one did. MacDiarmid pleaded, “There are flyers available here with many years of sea service and experience as engineers and navigators and thousands of hours of experience in the air who are flying small obsolete ships [airplanes] on local escort missions—sometimes difficult enough considering the weather but offering no possibility of earning credit or promotion—while young Army Air Corps and Navy pilots some of whom are practically boys [he was thirty-five at this writing], are flying long range attack missions on the enemy.”

In frustration to the indefatigability of these demands for war duty, and perhaps the tone of the MacDiarmid’s monthly chiding’s disguised as official reports, an admiral reportedly offered him a spot promotion if he would just cease his demands for transfer to combat. In character, MacDiarmid refused the promotion.

One mission at the CGAS Port Angeles shortly after the War began was patrolling the eastern regions of the North Pacific seeking out Japanese submarines and offering protections for shipping in the Strait of Juan de Fuca and along the Washington coast. These patrols were flown twice daily from Port Angeles; once at dawn and again at dusk. Frequent submarine sightings were reported to the military authorities. Nearly all, however, were “dead heads,” derelict logs or limbs jutting just above the water’s surface. In the war panic at the time, sweeping through the coastal regions of the west, almost anything was Japanese invaders.

For MacDiarmid agitating for combat duty, chasing dead heads was more than a minor irritant. Unhappy,(not the word to describe MacDiarmid’s displeasure) with the patrol

planes’ coverage of the area, he is claimed to have taken a reluctant pilot on a mission to show the hesitant airman what he meant by a long range mission.



Port Angeles twin engine JRF amphibian airplane on patrol. USCG Photo

On this day’s patrol, (to demonstrate his meaning of maximum range) after take-off with a twin engine JRF amphibian airplane, he switched both engines to run off one of two equal tanks of gasoline then proceeded westward away from the coast in a straight line out into the Pacific Ocean heading towards Japan. Later when the engines, starved for fuel coughed, he switched both over to the remaining tank and started back to base with the comment, “That’s what I mean about max range!”

If the story is true—and it probably has some base in fact—it demonstrates his dynamic action without regard to unforeseen circumstances. As a senior aviator, he still had only about three years flight experience as a designated aviator and most of it as the skipper with no servitude or internship as a junior member in the cockpit. He also had “washed” out of Navy flight school on his final flight. But somehow he was able to return to Pensacola six years later only to fail once again. This time, however, he was retained and completed through intervention by a sympathetic senior officer.

The Coast Guard Air Station on the end of the Ediz Hook in June 1942 consisted of a concrete building with offices and quarters for the crews, a hangar, seaplane ramp, docks, and two runways crossing at a shallow angle. The main east-west runway ran along the north

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beach and was then protected by six machine-gun emplacements, four at the corners and one each side the near the middle. Each nest held twin .30 caliber Lewis Machine-guns. The main building was set about the midpoint of the long runway on the south, or harbor side.



Demolition charges were placed at each end of this building. They were of the standard Navy 325 pound depth-charges fused with an electrical detonator to destroy the building in the event of an enemy landing. Early in WWII, the military on the West Coast was preparing for a Japanese invasion. And “Captain Mac” was not pleased with the preparation by his unit for war.

Despite repeated rebukes to his executive officer for his junior’s seemingly lack of energies dedicated to preparation, MacDiarmid deemed his station not ready for an attack. Therefore, he resorted to his typical brazen actions to remedy this problem.

MacDiarmid took William Morgan, Ordnanceman 3/c, and “Red” Merrill, Boatswains Mate 1/c into his confidence. Morgan was directed to sneak around the barracks the night of MacDiarmid’s planned drill and gather up all the rifle ammunition. Each man had a Springfield rifle slung to his bedpost. Then early in the morning Morgan waited in the machine-gun nest across the runway from the crews’ building holding five sticks of dynamite. During the night also the bos’un created shallow puddles of oil scattered about the station.

MacDiarmid took off in a JRF from the local airport a few miles away from the Coast Guard Air Station where he had parked the airplane earlier in the evening. Shortly he had the

amphibian screaming in at low altitude over the base in pre-dawn darkness.

This was the signal for Morgan to start flinging his sticks of dynamite out into the water off the north beach into the Strait, away from the station, then fire the machine guns at a smoke float dropped from the airplane in the water nearby. Meanwhile, Merrill set the oil puddles ablaze creating a realistic scene.

Men came tumbling out of the building through doors and windows, carrying with them empty rifles, dashing to the air raid trenches. One sensible sailor, like the fictional television character, deputy sheriff Barney Fife, kept a bullet in his pocket, just in case. He was ready for the enemy—and the only one—but his rifle accidentally fired as he fell into the air raid trench. The bullet passed between the legs of an Ensign arriving just ahead of him.

Tracer bullets from the machine gun trained by Morgan were ricocheting off the water and making a fiery exhibition and the station glowed from Merrill’s fires. Behind both and across the narrow spit a U.S. Navy ship lay at anchor in the peaceful harbor.



Douglas RD Dolphin on skirt of hangar at CGAS Port Angeles. USCG Photo

The Navy crew suddenly hearing the noises of war went immediately to general quarters. The ship’s gun crew was ready instantly; Pearl Harbor was not going to be repeated for this Navy ship. Gun crews at once commenced firing their 20 millimeter machine-guns at the only obvious target in the darkness, the circling

Port Angeles Continued on page 13

Port Angeles Continued from page 12

U.S. Coast Guard JRF Goose. MacDiarmid suddenly discovered he was now an unarmed defender, with tracers blazing the night sky coming his way, instead of the attacker. He hurriedly retreated to safety north across the strait into Canada.



Ensign sending message. USCG Photo

MacDiarmid's crew at the air station was a little more prepared than he assumed. One junior officer, before abandoning his post for the air raid trench, got a message off to headquarters in Seattle declaring the Coast Guard was under enemy attack. An immediate wartime invasion signal flashed down the entire west coast of United States putting all military on alert.

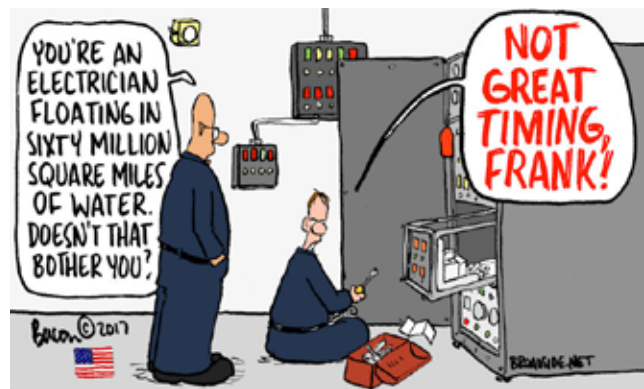
"Captain Mac," was partly correct in his assessment of his units preparedness; no one remembered to detonate the charges to destroy the current administration building at the Coast Guard Air Station now named for Captain Donald Bartram MacDiarmid. And he finally got his wish for duty under fire.



USCG AIRSTA Port Angeles about 1940. USCG Photo

About the author: Bio: Tom Beard is author, editor, and editor-in-chief of several books plus writer of approximately a hundred journal articles. He also worked as a documentary film writer and editor. Tom holds a MA degree in history with additional formal studies in American maritime history. He split a 20-year military flying career as a Navy carrier attack pilot and a Coast Guard rescue pilot in both fixed wing and rotary-wing aircraft. He holds FAA airline transport and commercial helicopter ratings plus a Coast Guard 100-ton license for sail and power vessels. Tom and his wife, as a team, sailed their sailboat around the world almost twice over a 16-year period. Hobbies for him include rebuilding 100-year-old automobiles and continuing cruises aboard his boat. He resides in the Port Angeles, Washington area.

THE LIGHTER SIDE OF SEA DUTY



COAST GUARD COMPLETES MARATHON TOW TO RESCUE DISABLED FISHING VESSEL OFF OREGON COAST

U.S. Coast Guard 13th District PA Detachment Astoria



F/V Ruby Lily. USCG Photo

NEWPORT, Ore. — Coast Guard crew members aboard three separate vessels rescued a 50-foot commercial fishing vessel disabled 116 miles west of Newport on 31 July.

The 41-ton vessel, *Ruby Lily*, which reported 6 tons of albacore tuna and three crew members aboard, was safely moored in Yaquina Bay after a four-day operation.

Watchstanders at Coast Guard Sector Columbia River received notification at 4:35^{pm}. Sunday from the crew of the *Ruby Lily*, who reported that the vessel's rudder was stuck.

At 8^{am}. Monday, following essential preparations and fueling, the 110-foot Coast Guard Cutter *Orcas* (WPB 1327) launched from Astoria. The *Orcas*' crew arrived on scene at 6:07^{pm} and took the *Ruby Lily* into tow.

The strain of the stuck rudder caused the metal-wire-towing bridle to part. The crew of the *Orcas* used a back-up double-braided-nylon bridle to take the *Ruby Lily* into tow. That bridle then parted approximately 93 miles from the coast.

Due to the rudder's position, the crew had to



USCGC Orcas (WPB 1327). USCG Photo

trouble-shoot how to get the rudder amidships to effectively tow the vessel. There was a 600-gallon bait tank bolted over the lazarette that prevented access to work on the steering gear. The tank was unsafe to move in the current sea conditions. The crew of the Cutter *Orcas* waited on scene for backup.



USCG MLB Victory (52312), USCG Photo

At 11^{pm}. Monday, crew members aboard the 52-foot Motor Life Boat *Victory* launched from Coast Guard Station Yaquina Bay. The crew arrived on scene at 9:30^{am} Tuesday.

The crew members had to devise a plan to put the rudder of the *Ruby Lily* amidships.

Two crew members from the *Victory* went aboard the *Ruby Lily* to attach the *Victory* to a winch that the master of the *Ruby Lily* had rigged to the rudder the day before. By taking strain on the line attached to the winch, the

Tow Continued on page 15

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crew of the *Victory* was able to force the rudder back to amidships.

The crew of the *Victory* took the *Ruby Lily* into tow, and 13 hours later arrived at the Yaquina Bay Bar.



USCG MLB 47260 of STA Yaquina Bay, USCG Photo

Then, crew members aboard a Station Yaquina Bay 47-foot Motor Life Boat relieved the crew of the *Victory* from their 24-hour shift.

The crew of the 47-foot MLB towed the *Rudy Lily* across the bar and moored it safely at the marina at 1:45^{am} Wednesday.

No injuries were reported.

Each summer, the albacore tuna fleet arrives in the waters of the Pacific Northwest, often operating more than 100 miles offshore.

“Responding to incidents that far from shore is a monumental task for a lifeboat crew and the team displayed exceptional fortitude, endurance, and a bit of ingenuity during their 24-hour tow,” said Lieutenant Commander Scott McGrew, the Coast Guard Thirteenth District search and rescue mission coordinator.

The Coast Guard's four 52-foot Motor Lifeboats were purpose built for operations in the unforgiving environment of the Pacific Northwest and are necessary for operations year round.

“They have three times the range of our newer

47-foot Motor Life Boats, which is essential for getting offshore to the tuna fleet in the summer and have unmatched sea-keeping ability, necessary for providing direct assistance while escorting fishing vessels across breaking bars in the winter” said McGrew.

The *Victory* was built in 1956 and is the oldest small boat actively serving the Coast Guard.

DEATH OF THE COAST GUARD'S FIRST HISTORIAN

RADM Melissa Bert, Director of Governmental and Public Affairs for the Coast Guard

It is with great sadness that I announce the death of Truman R. Strobridge, who passed away on 21 July 2019, in Jacksonville, FL, at the age of 91.



Strobridge was born on October 15, 1927, on the Upper Peninsula of Michigan, where he lived through high school before entering the U.S. Army during World War II and serving in the Philippine Islands. Using his “G.I. Bill,” he attended Michigan State University, University of the Americas (Mexico) and American University (Washington, DC) to further his educational pursuits before eventually devoting his professional life to the military and its history.

As the first official Coast Guard Historian of the modern era, serving from 1970 until 1976, he was directly responsible for the development of a world-class service history program, and his legacy remains today in the Coast Guard. Operating literally as a “one man shop,” Mr. Strobridge established the standard that the Coast Guard history program should be managed by history professionals rather

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than spread around the Coast Guard and managed by individual offices.

Because of his strong personal efforts in developing a program for publishing Coast Guard history within the service and assisting academic researchers and others outside the service, Mr. Strobridge opened the rich Coast Guard history to America. He presented the significant achievements of the men and women of the Coast Guard to many people who would never have known of their stories.

Following his retirement as the Coast Guard's Chief Historian, he remained a prolific author of scholarly books and articles on the Coast Guard, its predecessor services and their iconic service members. With a lifetime of support to military history across multiple services, Mr. Strobridge remained a strong advocate for telling the Coast Guard story; teaching yet another generation of the importance of the deeds and accomplishments of the United States Coast Guard and its importance to America.

A stern advocate for getting details correct when telling the Coast Guard story, he was most known for his willingness to take time out of his busy schedule to help anyone who needed assistance.

For more information on the Coast Guard Historian's Office, please visit their webpage: <https://www.history.uscg.mil/>.



COAST GUARD MUTUAL ASSISTANCE (CGMA) FUND-RAISING CAMPAIGN



*VADM M. F. McAllister,
Deputy Commandant for Mission Support*

The 2019 CGMA fund-raising campaign runs from 15 August to 13 September. The theme this year is Ready, Relevant, and Responsive. The official financial relief organization for the Coast Guard, CGMA, is poised and ready to respond to financial needs within the Coast Guard family. Since its beginnings in 1924, CGMA has rendered more than 200 million dollars in assistance. Since the last fund-raising campaign in April 2018, CGMA has provided \$1.2 million in loans and grants for disaster relief to over 500 CG members and their families. During this same period, it has provided over \$1.8 million in loans and grants as part of their regular programs to over 1800 CG members and their families. In January of 2019 alone, CGMA provided over \$8 million in support during the government shutdown.

I encourage the broadest support for the campaign and want to emphasize two important objectives: (1) to remind all hands that CGMA is indeed there to help in times of need, and (2) to raise the funds necessary to continue its critical role on behalf of the CG Community. Such funding allows CGMA to remain nimble and to respond expansively and quickly in times of disaster, such as hurricanes and flooding. It is the generosity of CGMA donors that allow the expansion of existing programs, plus the creation of new ones. Last year, CGMA was able to implement a new program that provides reimbursements to our junior personnel undergoing a PCS transfer for expenses not otherwise covered. This year, CGMA doubled the number of Education Loans available to all CG personnel and their families. Most recently, CGMA implemented a program to reimburse military and civilian

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families the cost of shipping breast milk. Continuing this legacy of generosity is essential to CGMA's ability to expand current programs, and initiate new ones when appropriate.

CGMA offers a helping hand to shipmates and co-workers in need through direct financial aid and a wide range of programs and services. As a donor-supported, non-profit organization, CGMA receives no federal funds and it must rely on our generosity and our desire to look after our own.

As the campaign gets underway, unit key workers will be asked to contact each active duty military member and civilian employee. Selected Reserve members, retired military members and members of the Coast Guard Auxiliary will be contacted by mail and are encouraged to respond using the contribution forms provided. Please see the CGMA website for a complete list of local campaign coordinators and links to donate: www.cgmahq.org.

For 95 years, CGMA has proven to be a valuable community resource. Through donations, great or small, we can ensure CGMA remains strong and ready to serve our Coast Guard family for years to come.

For more information about CGMA, see your campaign key worker, contact your local CGMA Representative, or visit: www.cgmahq.org.



CAPE MAY CPOA FALLEN COMRADES GOLF AND SOFTBALL TOURNAMENTS

*CAPT G. T. Prestidge, Commander,
CG Personnel Service Center,*

The Cape May CPOA will host their annual golf and softball tournaments during the period of 12 through 15 Sept. 2019.

The Fallen Comrades Golf Tournament will be held at the Shore Club on 12 Sept. 2019. The entry fee is 80 dollars per person. All proceeds go to support Cape May Chief Petty Officers Association. Make checks payable to: Cape May Chief Petty Officers Association. Checks must be mailed to: 1 Munro Ave, Cape May, NJ 08204, Attn: Golf Tournament, and must arrive NLT 06 Sept. 2019. The tournament POC: BMC Sean Boone (RET), email Sean.E.Boone@uscg.mil, phone (609) 898-6943.

The Cape May CPOA Annual Softball Tournament will be held 13 through 15 Sept. 2019. The tournament format will depend upon the number of team entries. Team applications will be accepted on a first-come, first-served basis with a maximum of 12 entries. The entry fee is 375 dollars per team or 25 dollars per individual without a team. Teams may consist of active duty, reserve, retired, police, fire, EMS, dependents and a maximum of 04 civilians. Make checks payable to Cape May CPOA. Checks and applications must be mailed to: CG TRACEN Cape May (CPOA), 1 Munro Ave Cape May, NJ 08204 Attn: Softball Tournament, and must arrive NLT 06 Sept. 2019. The tournament POC: CSCS Dave Pace at David.J.Pace@uscg.mil phone (609) 898-6543. Have team captains contact CSCS Pace for the application.

The Fallen Comrades Golf Tournament and the Cape May CPOA Annual Softball Tournament are not affiliated with the Coast Guard MWR program or a MWR program of any of the military services.

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Soft Ball Continued from page 17

The Cape May CPOA will be hosting a reception on Thursday, 12 Sept. and Friday, 13 Sept. at 1900 in the Chiefs Lounge for all softball participants at TRACEN Cape May. All teams and families are invited.

MWR campsites are available. Please contact the TRACEN MWR office for more information (609) 898-6922.

TROOPS WHO DEPLOYED TO THE US-MEXICO BORDER ARE GETTING A MEDAL

By Gina Harkins

The Armed Forces Service Medal (AFSM) is a military award of the United States military that was created on January 11, 1996 by President Bill Clinton under Executive Order 12985. The AFSM is a deployed service medal that is presented to those service members who engage in "significant activity" for which no other U.S. campaign or service medal is authorized.

Thousands of U.S. service members who've been sent to operate along the Mexico border will receive a military award reserved for troops who "encounter no foreign armed opposition or imminent hostile action."

The Pentagon has authorized troops who have deployed to the border to assist U.S. Customs and Border Protection (CBP) since last April to receive the Armed Forces Service Medal. Details about the decision were included in a Marine Corps administrative message in response to authorization from the Defense Department.

There is no end date for the award since the operation remains ongoing.



"The Under Secretary of Defense has authorized the Armed Forces Service Medal to service members who have provided support to CBP, starting from April 7, 2018 [until a date to be determined]," said Army Lt. Col. Chris Mitchell, a Defense Department spokesman at the Pentagon.

Troops must have operated within 100 nautical miles -- roughly 115 miles -- from the Mexico border in Texas, New Mexico, Arizona or California, according to the Marine Corps administrative message. Those operating in San Antonio, where the mission headquarters is located, are also eligible, along with troops at sea who are within 24 nautical miles of the coast.

President Donald Trump first announced that active-duty, Reserve and National Guard forces would begin deploying to the border in April 2018. He has referred to the crisis there as an "invasion," as Central American migrants fleeing violence in their countries have overwhelmed Customs and Border Protection agents.

The move hasn't come without controversy. Critics have slammed the decision to send thousands of active-duty troops to the border ahead of the 2018 elections as a political stunt that has pulled units away from their normal training and missions. The former commandant of the Marine Corps said in April that at least one training exercise was downsized as a result of the border deployments.

In February, Trump declared the situation on the U.S.-Mexico border a national emergency and, last month, the Supreme Court ruled the president could use \$2.5 billion in Pentagon money to construct a wall there.

The Armed Forces Service Medal was created by President Bill Clinton in 1996 through an executive order. The award -- which has a green, blue and yellow ribbon and a bronze

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medal featuring a torch similar to the one held by the Statue of Liberty -- was previously given to troops who operated along the border under President George W. Bush. It has also been awarded to troops who have deployed to Bosnia, Haiti and West Africa on humanitarian or peacekeeping missions.

The back of the medal features the eagle found on the Defense Department seal, a wreath and an inscription that reads "In pursuit of democracy."

The medal is approved only for operations "in which no other United States service medal is approved," according to the Defense Department. It's awarded to service members who, as a unit, participate in a U.S. military operation "deemed to be a significant activity and who encounter no foreign armed opposition or imminent hostile action."

It's considered the non-combat equivalent of the Armed Forces Expeditionary Medal and falls immediately before the Humanitarian Service Medal in order of precedence.

CURRENT ENLISTED ADVANCEMENT SYSTEM

By YNCM Dennis J Tompkins

Since 1927, the Coast Guard has used correspondence courses for advancement purposes and to improve the quality of the enlisted workforce. In 1958 the service adopted the Navy's service-wide examination process as a method to rank the best qualified individuals for advancement. The system remained largely unchanged for several decades. A member seeking advancement would complete the course for the next higher paygrade, take the test, complete the practical factors and then sit for the service-wide examination.

However, the system used to develop training

materials was fundamentally flawed and could not adapt quickly to new technologies or procedures. Because of long development cycles for rating correspondence courses, it could take four to seven years for a new technology to make its way into rating courses. As a result, enlisted members were studying obsolete course material on systems they no longer used while they were required to work on newer systems they had no training on.

In 2008 several Rating Force Master Chief's and Force Readiness Command personnel met to discuss potential solutions to this problem. The result of this meeting was the creation of a system predicated on the simple idea that people learn best and retain more when actually PERFORMING the job. The Enlisted Rating Advancement Training System (ERATS) initiative was born.

The purpose of the ERATS is to support the Coast Guard in preparing and advancing the best qualified enlisted members according to the needs of the service. The system defines performance requirements for each rating and pay grade, helps members meet those requirements through training and performance support, and assesses performance to determine if members possess the knowledge for advancement to the next higher grade.

Force Readiness Command's ERATS initiative is a collection of policy and procedural enhancements designed to improve enlisted performance and accountability. The system's design is compatible with how people learn and adapts quickly to our changing world of work. The improved design helps the Coast Guard meet organizational goals, with a most proficient enlisted workforce.

Once these ERATS requirements are met, members will compete for advancement using a service-wide examination (SWE) for their

My how things have changed since back in the day, when we were bucking for a promotion!

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specific rate and paygrade. Their placement to advance to the next higher paygrade is determined by a composite score (known as a final multiple) that uses not only the SWE score, but Time in Service, Time in Grade, Awards, Evaluations, and also amount of Sea and Surf Duty. This final multiple score rank orders the members on a list called the SWE Eligibility List which is used throughout the year to advance. Some rates have more advancements than other rates based on service needs and the size of a rating but this can change year after year. Overall, the Coast Guard continues to maintain a strong advancement system that is encouraging for the enlisted workforce helping keep the Coast Guard Semper Paratus

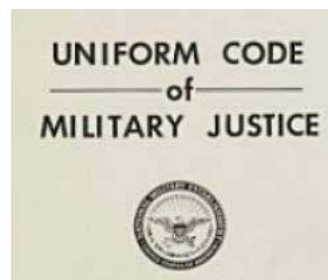
A PUNITIVE GENERAL ORDER PROHIBITING ENTRY INTO AND SUPPORT OF MARIJUANA ESTABLISHMENTS

by ADM K. L. Schultz, Commandant

- A. 10 U.S.C. 912a, Art. 112a, Wrongful use, possession, etc., of controlled substances
- B. Discipline and Conduct Manual, COMDTINST M1600.2 (series)

Commander's Intent. Wrongful use of controlled substances, to include marijuana use, poses a significant risk to Coast Guard personnel and to unit readiness, and negatively impacts mission execution. This ACN is a reminder that the use, possession, manufacture, or distribution of marijuana is a violation of federal law and the Uniform Code of Military Justice (UCMJ). Further, as part of the federal law enforcement community, I expect Coast Guard personnel to maintain a lifestyle that neither condones the use of illegal substances nor exposes them to accidental intake of illegal drugs. Finally, illegal drug use and involvement with activities, events, or entities that promote illegal drugs are contrary to our Service's core values.

Federal Law. Despite legalization in several states, the use, possession, and distribution of marijuana remains prohibited under federal law, including REF (A). Knowingly being an owner, operator, vendor, or direct investor for a marijuana business is also illegal under the UCMJ, even where permitted by state or local laws. Participation in or close association with marijuana growth or distribution commercial enterprises, including assisting or encouraging these commercial enterprises, is also a violation of the UCMJ.



General Order. Coast Guard military personnel are prohibited from knowingly visiting, entering, remaining in, or patronizing or otherwise conducting any kind of business with any establishment whose primary and prominent purpose is the growth, manufacture, sale or distribution of marijuana or Tetrahydrocannabinol (THC) products in any form for either medical or recreational purposes that violate federal law.

This prohibition applies to fixed locations, mobile dispensaries, and online or delivery services. This prohibition does not extend to medical facilities or pharmacies distributing U.S. Food and Drug Administration-approved prescription medications containing THC or cannabidiol. This prohibition preserves good order and discipline and ensures the health and mission readiness of all Coast Guard military personnel. This paragraph is a punitive General Order that applies immediately at all times. This General Order will be reflected in a future update of ref. (B), which will be released within the next year. Any violation, attempted violation, or solicitation of another member to violate this order may result in administrative and/or disciplinary action under the UCMJ for violation of Article 92 (failure to obey a lawful

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general order). Violation of a general order under Article 92, UCMJ, carries a maximum punishment of two years confinement, total forfeitures of pay and allowances, reduction to E-1, and a dishonorable discharge or dismissal.

Drug-Free Federal Workplace. Executive Order 12564 requires all federal employees to refrain from the use of illegal drugs; provides that the use of illegal drugs by federal employees, whether on or off duty, is contrary to the efficiency of the service; and persons who use illegal drugs are not suitable for federal employment. Because marijuana remains a Schedule I controlled substance under federal law, involvement with marijuana growing or distributing could negatively impact a suitability determination for continued federal employment. Involvement with such activities and establishments may also have an impact on military and civilian security clearances.

Upholding our Core Values. It is contrary to our Core Values and our role as a federal law enforcement agency to participate in any event or with any entity that sells, promotes, celebrates, encourages, or seeks to further the use of marijuana and illegal THC-based products. Doing so could have negative career consequences and potentially expose our members to criminal liability.

I am relying on Commanding Officers to implement the General Order as well as my Commander's Intent. Further, I am relying on each and every member of the Coast Guard to ensure that their conduct upholds our Core Values.

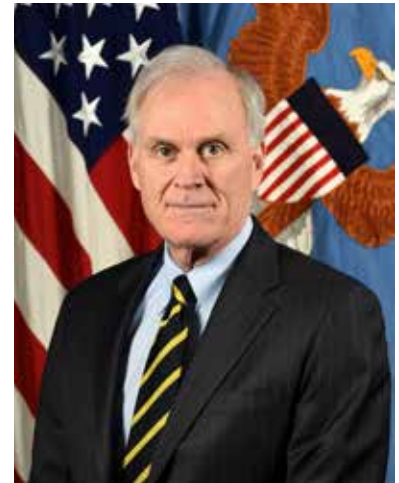
Unit Commanders, Commanding Officers, Officers-in-Charge, and supervisors at all levels must publish this ACN to all hands.

For questions regarding the Military Drug and Alcohol Policy, contact COMDT (CG-1331) at HQS-PolicyandStandards@uscg.mil. For questions regarding UCMJ matters, contact CAPT Vasilios Tasikas (CG-LMJ), 202-372-3806, or Vasilios.Tasikas@uscg.mil.

NAVY ARLEIGH BURKE-CLASS DESTROYER (DDG-132) NAMED FOR CAPT. QUENTIN WALSH, USCG

By ADM Karl L. Schultz, Commandant

On 6 June 2019, while commemorating the 75th anniversary of the invasion of Normandy, Secretary of the Navy Richard V. Spencer announced Arleigh Burke-class Destroyer DDG-132 was to carry the name



Secretary of the Navy Richard V. Spencer, U S Navy Photo

of Coast Guard veteran and Navy Cross recipient Quentin Walsh. Speaking aboard the Coast Guard Cutter *Eagle*, in Cherbourg, France, Secretary Spencer stated, "Captain Walsh was a hero whose efforts during World War II continue to inspire." While naming a naval warship to honor a member of the Coast Guard is not new, it is an extremely rare occurrence. Those previously honored include Captain Charles Satterlee, Medal of Honor recipient Douglas A. Munro, and Revenue Cutter Service Commodore Frank Newcomb, a hero of the Spanish-American War. "Capt. Walsh was a hero whose efforts during World War II continue to inspire, and his leadership in securing the French port of Cherbourg had a profound effect on the success of the amphibious operations associated with Operation Overlord," Spencer said. "For over two centuries, the Navy and Marine Corps team and the Coast Guard have sailed side by side, in peacetime and war, fair weather or foul. I am honored the future USS

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Quentn Walsh will carry Capt. Walsh's legacy of strength and service throughout the world, and I am proud that for decades to come, this ship will remind friends and adversaries alike of the proud history of our services and the skill and professionalism of all those who stand the watch today."

A graduate of the Coast Guard Academy, Captain Walsh participated in "The Rum Wars," serving aboard Coast Guard Destroyer *Herndon* and patrolling between the Gulf of Maine and Cape Hatteras. After subsequent service aboard CGC *Yamacraw*, Captain Walsh was assigned as a Coast Guard inspector in charge of enforcing whaling treaty regulations. His first-hand knowledge of whaling practices profoundly impacted the formation of U.S. policy against commercial whaling. Assigned to the CGC *Campbell* as navigator and gunnery officer, Walsh participated in convoy duty across the North Atlantic as part of the American Neutrality Patrols. He then transferred to the Coast Guard manned troop transport USS *Joseph T. Dickman*.

In late November 1943, Captain Walsh received orders to report to Commander, U.S. Naval Forces in Europe. As a member of that staff, Captain Walsh gained full knowledge of the amphibious operation associated with the invasion of Europe, and was responsible for formulating plans to restore operations in liberated French port cities. He formed Task Force Unit 127.2.8 with 52 men from the Navy's Construction Battalion Units (Seabees).

On 26 June 1944, Captain Walsh and his men entered the enemy-held port of Cherbourg. Under fire from German machine guns, and meeting pockets of enemy resistance, Walsh's unit fought their way to the harbor despite taking heavy casualties. By the end of the action, Task Unit 127.2.8 secured the naval arsenal and accepted the surrender of 400 German troops.

Captain Walsh then learned that 52 American

paratroopers were being held in the German stronghold of Fort du Homet. Led across a minefield by a captured German officer, Captain Walsh entered under a flag of truce and convinced the Germans that the city had fallen and surrender was the only recourse. Captain Walsh accepted the unconditional surrender of another 350 enemy soldiers and freed the Americans. He was soon designated as Cherbourg's assistant port director and later led a reconnaissance unit that opened the ports of Brest and Le Havre. He was subsequently awarded the Navy Cross for "aggressive leadership and outstanding heroism" during the capture of Cherbourg.

The naming of the USS *Quentin Walsh* reflects the interwoven legacies of the US Navy and Coast Guard, and honors all those who served during Operation Overlord, and participated in the invasion of Normandy. Arleigh Burke-class destroyers are highly capable and versatile warships and can conduct a variety of operations, including peacetime presence and crisis response to sea control and power projection. Impressively armed with a combination of offensive and defensive weapons, including integrated air and missile defense and vertical launch capabilities, they are capable of simultaneously fighting air, surface and subsurface battles. The USS *Quentin Walsh* will stand "Semper Fortis – Always Courageous" and "Semper Paratus - Always Ready" as she sails the world's oceans protecting our national interests.



Arleigh Burke-class Destroyer, U S Navy Photo

QUENTIN WALSH'S LONG, COLORFUL USCG CAREER

Written by William H. Thiesen, USCG Atlantic Area historian



German prisoners march out of surrendered Cherbourg under U.S. Army guard. U.S. Navy photo.

Capt. Quentin Walsh experienced one of the most colorful careers in the history of the U.S. Coast Guard.

Walsh grew up across the Thames River from the Coast Guard Academy in New London. Aggressive by nature, Walsh established himself as a leader while attending the Academy. His tenacity would serve him well as a Coast Guard officer in wartime and peace.



Beginning in May 1933, Quentin Walsh served on the former Navy "four-stacker" destroyer Herndon, which the Coast Guard used for offshore patrols between the Gulf of Maine and Cape Hatteras. U.S. Navy photo.

After graduation he experienced the rigors of Prohibition enforcement during the height of the Rum War. Beginning in May 1933, he served on the former Navy "four-stacker" destroyer *Herndon*, which the Coast Guard used for offshore patrols between the Gulf of Maine and Cape Hatteras.

In September 1934, Walsh transferred to Coast Guard Cutter *Yamacraw*, based in Savannah, Georgia. As boarding officer, he played an important role in the capture of the notorious rumrunner *Pronto* in January 1936.

In 1937, Walsh was assigned as a Coast Guard inspector in charge of enforcing whaling treaty regulations on the whale factory ship *Ulysses*. By April 1938, the *Ulysses* had steamed 30,000 miles, including the waters of Antarctica and the Indian Ocean and at one point, the crew spent 132 straight days without seeing land. During his tour as an inspector, the *Ulysses* crew had killed 3,665 whales. Walsh's firsthand knowledge of whaling practices heavily influenced the formulation of U.S. whaling policy against commercial whaling.



Whale factory ship *Ulysses*

In October 1939, Walsh transferred to the 327-foot cutter *Campbell*

and served as navigator and gunnery officer while the cutter convoyed merchantmen across the North Atlantic as part of the American Neutrality Patrols. During Walsh's assignment, *Campbell* also served on the Lisbon station to protect U.S. citizens in Portugal, threatened at the time by the spread of war in Europe.

In November 1941, just before the entry of the United States into World War II, Walsh received yet another assignment as navigator. This time he served on board the famous Coast Guard-manned troop transport *Joseph T. Dickman*, ferrying British troops from Halifax, Nova Scotia, to Bombay, India. The *Dickman* also supported amphibious training with U.S. Marines on the North Carolina coast

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and landed troops at Cuba, Puerto Rico and Bermuda.

Next, Walsh received orders to the staff of Commander U.S. Naval Forces in Europe, located in London. As a member of the Naval Forces staff, Walsh gained full knowledge of Phase Neptune, the amphibious operation associated with Operation Overlord, the allied invasion of Europe. This landing would prove the largest amphibious operation in world history and Walsh had to formulate plans to restore operations in liberated French ports to expedite resupply of allied armies by ship.



German bunker in Cherbourg captured by Allied forces. U.S. Navy photo.

In addition to planning post D-Day port operations, Walsh received orders to form a unit to carry out his plans. Walsh's extensive naval background and leadership ability served him well as he formed Navy Task Unit 127.2.8 out of 50 Navy Sea Bees, men from the Navy's Construction Battalion units. Sea Bee personnel were the best possible choice for Walsh's mission, because they came equipped with combat training in addition to their expertise in construction, engineering and heavy machinery operation. Walsh's task unit would serve with VII Corps of General Omar Bradley's First Army.

The D-Day invasion took place on Tuesday, June 6, 1944. Walsh and his men landed on Saturday, at Utah Beach and advanced westward toward the port of Cherbourg.

Walsh's mission was to secure the harbor and prepare the port facilities to receive shipments of troops and supplies as soon as possible. When Walsh's unit entered the city on Monday, June 26, as part of the U.S. Army's 79th Infantry Division, he came under fire from machine gun nests still defending German positions and his unit uncovered stubborn pockets of enemy resistance.

By Tuesday, June 27th, Walsh's men had fought their way through to Cherbourg's harbor. During this assault, Walsh moved his men quickly to occupy strategic parts of the port and take control the harbor. During the assault, the men in his unit experienced a 25 percent casualty rate. By the end of the day, Walsh's unit had advanced to the city's old naval arsenal, where he accepted the surrender of 400 German troops.



Cherbourg's bombed-out citadel overlooking the dockyards that Quentin Walsh's men captured. U.S. Navy photo.

After capturing Cherbourg's port facilities, Walsh learned that the Germans held American paratroopers in the city's old citadel at Fort du Homet. In the highlight of the Cherbourg operation, Walsh and one of his officers put themselves in harm's way to save the lives of the Americans. The two officers entered the fort under a flag of truce and met with the commanding officer of the German garrison. By greatly exaggerating

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Captain Walsh Continued from page 24

the numeric strength of his small force of Sea Bees, Walsh convinced the commanding officer to surrender the stronghold. With the surrender of Fort du Homet, Walsh and his men disarmed another 350 German troops and liberated over 50 American prisoners.

With Cherbourg secured, Walsh began preparing the port for operations. He established a naval operations center, surveyed the harbor and collected vital intelligence from German prisoners, French partisans and slave laborers who worked around the port. With this information, Walsh mapped underwater obstructions, navigable channels and mine-fields in the harbor and its approaches. He sent this information to allied minesweepers using shallow-draft wooden sailing vessels.



Americans at work preparing Cherbourg for operations. These men are likely U.S. Navy Sea Bee personnel, who specialized in heavy machinery operation and construction work. U.S. Navy photo.

Within a few short days of entering Cherbourg, Walsh's 50 men had taken 750 German troops, liberated over 50 American prisoners, captured Cherbourg's port and helped clear the harbor of enemy mines and obstructions. By Walsh's third day in Cherbourg, the Navy decommissioned his unit and designated him as Cherbourg's assistant port director. His unit had not only secured Cherbourg and saved American lives, it sped thousands of troops

and millions of tons of ammunition, equipment and war material to the front lines.

For his achievements and selfless devotion to duty, Walsh received the Navy Cross, the Navy's second highest award for valor in combat.

Walsh's duties did not conclude with the successful capture and operation of Cherbourg's port.

After a month of shipping operations, the Navy assigned Walsh to lead a naval reconnaissance party of 400 men to examine the French ports of Brittany, including the port of Brest. As part of VIII Corps of General George Patton's Third Army, Walsh's men completed this mission by the end of August 1944. Next, Walsh's unit joined forces with the First Canadian Army to open the Port of Le Havre. Once again, his men came under enemy fire as soon as they entered the city, but they completed the mission within two weeks.

After Le Havre, Walsh contracted a severe case of viral pneumonia. He was hospitalized in London then he returned to the U.S. During the next year, he helped oversee the



Cmdr. Quentin R. Walsh in his dress blues bearing his recently awarded Navy Cross Medal. U.S. Coast Guard photo.

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permanent transfer of the Bureau of Marine Inspection and Navigation from the Commerce Department into the Coast Guard. Meantime, Walsh's health problems persisted and, in 1946, the service placed him on the retired list due to physical disability.

With the onset of the Korean War, he returned to active duty in 1951. He served as liaison officer between the Coast Guard and Treasury Department and later served as aide to the Assistant Secretary of the Treasury overseeing Coast Guard affairs. Walsh finally retired as a captain in 1960.

Walsh passed away in May of 2000. His career had spanned some of the most eventful years in Coast Guard history, including Prohibition, World War II and the post-war modernization of the service. Walsh was a member of the long blue line and played an important role in the service's missions of law enforcement, fisheries management, combat operations, port security, and organizational change.

U.S. COAST GUARD INTERCEPTS GARLIC SMUGGLERS

By The Maritime Executive



The United States Coast Guard recently scored its largest-ever bust of an important smuggling commodity: garlic.

During a recent 59-day patrol in the Caribbean, the crew of the USCGC *Vigilant* intercepted a go-fast boat carrying 7,800 pounds of illicit garlic from Haiti to the Dominican Republic.

Garlic smuggling is a global issue, and it has had negative impacts on domestic agriculture in the Dominican Republic over the last several years. After hearing of the interdiction, the Dominican Navy sent a ship to meet the *Vigilant* to take over the case for the prosecution. The contraband was valued at approximately \$30,000, and it was the largest Coast Guard seizure of its kind on record.

Garlic smuggling is a serious problem in Southeast Asia, Europe and many other regions as Chinese exporters overwhelm local suppliers. China produces an estimated 80 percent of the world's garlic supply, and it easily out competes other nations' farmers on price per kilo and sheer volume. The EU maintains hefty import duties to protect its agricultural interests from competition, creating a lucrative opportunity for smugglers, who can falsify the product's nation of origin or misdeclare it as another commodity to get it into the European market.

The Dominican Republic uses a quota and public auction system to limit the official quantity of garlic imports. However, like many other categories of goods, garlic is often smuggled across the Haiti-Dominican Republic land border, disguised as other goods or stowed in private vehicles. Sea routes are also used, with small boats providing covert transport. (According to American think tank CSIS, the net flow of illicitly-traded goods is overwhelmingly westward from the DR into Haiti, but some commodities - like garlic - head in the other direction.)

Vigilant also engaged in routine Coast Guard activities during her patrol. Her crew strengthened international and domestic partnerships, working with the Jamaican Defense Force, the Royal Bahamian Defense Force, the Dominican Navy, the U.S. Drug Enforcement Agency and the U.S. Navy. The *Vigilant* also brought 50 Haitian migrants back to their home country after they were intercepted by another cutter, and she participated in a man-overboard search after a sailor reportedly went over the side of his sailing vessel.

2,100 POUNDS OF COCAINE SEIZED IN EASTERN PACIFIC

U.S. Coast Guard 11th District PA Detachment San Diego



U.S. Coast Guard Cutter Midgett (WMSL 757) crew members seized more than 2,100 pounds of cocaine July 26, 2019, from a low-profile go-fast vessel interdicted in international waters of the Eastern Pacific Ocean. Midgett crew members boarded the suspected smuggling vessel and seized the cocaine during the cutter's transit from the Pascagoula shipyard where Midgett was built to the cutter's future homeport in Honolulu where the cutter is scheduled for commissioning during a dual-commissioning ceremony August 24, 2019 with Midgett's sister ship the Coast Guard Cutter Kimball (WMSL 756). U.S. Coast Guard photo.

Crews aboard the pre-commissioned Coast Guard Cutter *Midgett* (WMSL 757) seized more than 2,100 pounds of cocaine worth approximately \$64 million from a “low-profile go-fast vessel” interdicted in international waters of the Eastern Pacific Ocean.

The cutter passed through the Panama Canal in July and is sailing to *Midgett's* future homeport



The U.S. Coast Guard Cutter Midgett (WMSL 757) seen with a low-profile go-fast vessel interdicted in international waters of the Eastern Pacific Ocean on July 26, 2019. USCG photo.

in Honolulu, where it will be commissioned Aug. 24, along with its sister-ship, the Coast Guard Cutter *Kimball* (WMSL 756).



A boarding team member from the U.S. Coast Guard Cutter Midgett (WMSL 757) inspects contraband discovered within a suspected drug smuggling vessel interdicted in international waters of the eastern Pacific Ocean, July 26, 2019. USCG photo.

The go-fast vessel was spotted on July 25 by a U.S. Navy MH-60R Sea Hawk aircrew aboard the USS *Michael Murphy* (DDG 112). “As the helicopter approached, a hatch opened on the top of the vessel and three passengers were seen jettisoning objects,” according to Coast Guard officials.

The *Michael Murphy* remained with the suspected smuggling vessel until the *Midgett* arrived on scene to conduct a law enforcement boarding. *Midgett's* boarding team seized approximately 2,100 pounds of cocaine from the interdiction and apprehended three suspected smugglers.

“Even though the cutter is still in a pre-commission status, this interdiction showcases how ready our crew is and how capable the national security cutters are,” said Capt. Alan McCabe, *Midgett's* commanding officer. “It also demonstrates the importance of our partnership with the U.S. Navy, whose contributions are vital in stemming the flow of drugs into the United States.”

Nearly 80% of all known illegal narcotics coming into North America are smuggled

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by international cartels through the eastern pacific corridor, according to Coast Guard officials. “As these cartels become more advanced in their methods at sea, the Coast Guard is recapitalizing its fleet with modern assets equipped to detect, interdict and disrupt the growing flow of illegal drugs, weapons and people in the Eastern Pacific,” the agency said.

Midgett, the Coast Guard’s eighth national security cutter, was accepted by the Coast Guard in April.

While national security cutters like the *Midgett* possess advanced operational capabilities, over 70% of the Coast Guard’s offshore presence is the service’s aging fleet of medium endurance cutters, many of which are over 50 years old and approaching the end of their service life.

Replacing the fleet with new offshore patrol cutters is one of the Coast Guard’s top priorities.

Coast Guard officials say the offshore patrol cutter will provide a critical capability bridge between national security cutters like the Coast Guard Cutter *Munro* (WMSL 755), which offloaded 39,000 pounds of cocaine last month, and fast response cutters like the *Robert Ward*, which recently seized more than 3,000 pounds of the cocaine in the first cocaine seizure made by a fast response cutter in the Eastern Pacific.



COAST GUARD’S NEWEST NATIONAL SECURITY CUTTER MAKES SECOND COCAINE SEIZURE WITHIN FIVE DAYS, 4,600 POUNDS OF COCAINE INTERDICTED

Coast Guard Pacific Area Public Affairs



Crews aboard the pre-commissioned USCGC Midgett makes second drug seizure within 5 days. U S Coast Guard Photo

ALAMEDA, Calif. — Crews aboard the pre-commissioned Coast Guard Cutter *Midgett* (WMSL 757) interdicted a suspected low-profile go-fast vessel July 31, seizing more than 4,600 pounds of cocaine during a boarding in international waters of the Eastern Pacific Ocean.

This was the second at-sea cocaine seizure made by *Midgett’s* crew within five days.

Midgett’s crew seized more than 2,100 pounds of cocaine July 25 from a low-profile go-fast boat, the cutter’s first cocaine seizure ever since departing the Pascagoula, Mississippi, shipyard in June following acceptance by the U.S. Coast Guard.

The two boardings resulted in a combined seizure of over 6,700 pounds of cocaine, estimated to be worth over \$89 million.

Low-profile go-fast vessels are purpose built by cartels for smuggling large quantities of contraband by riding low in the water to avoid



USCGC Robert Ward (WPC-1130) USCG Photo

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detection. By design, they can be quickly sunk through the use of integrated scuttling valves, a dangerous practice that jeopardizes the safety of the suspected smugglers and the Coast Guard boarding teams.

Nearly 80% of all known illegal narcotics coming into North America are smuggled by international cartels through the Eastern Pacific corridor, an area greater in size than the entire United States. The profits from cocaine allow drug cartels to diversify and fund other illicit trafficking activities including the smuggling of opioids, synthetics, methamphetamines, persons and weapons.

One metric ton of cocaine (2,204.6 pounds or 1,000,000 milligrams) is equal to 20 million individual doses upon arrival in the United States. The Coast Guard removed over 2 million pounds (923 metric tons) of cocaine with an uncut wholesale value of over \$27 billion over the last five years.

“The national security cutter gets you further, faster and delivers more capability once on scene than any other cutter in the history of our service,” said Capt. Alan McCabe, *Midgett’s* commanding officer. “I am incredibly proud of the crew’s efforts who made these two seizures possible, and we are eager to conduct future operations throughout the Pacific.”

Midgett, the Coast Guard’s eighth national security cutter, is sailing toward its future homeport in Honolulu, where it will be commissioned Aug. 24 along with its sister ship, the Coast Guard Cutter *Kimball* (WMSL 756), in a ceremony presided by Adm. Karl Schultz, the Coast Guard’s commandant.

Featuring advanced command-and-control capabilities, national security cutters are the flagship of the Coast Guard’s fleet, deploying globally to confront national security threats, strengthen maritime governance, and promote economic prosperity.

While national security cutters possess advanced operational capabilities, over 70% of the Coast Guard’s offshore presence is the service’s aging fleet of medium endurance cutters, many of which are over 50 years old and approaching the end of their service life. Replacing the fleet with new offshore patrol cutters is one of the Coast Guard’s top priorities.

**THE STORY OF SK2 JOHNSON—
104-YEAR-OLD SPAR**

*by LCDR Dennis Branson (U.S. Coast Guard retired) and
Ms. Betty Hansen, daughter of SK2 Mabel Johnson*



*SPAR SK2 Mabel Evenson Johnson photographed in 1943.
(Johnson Family)*

*For us, you are like our Founding Father. It's like the opportunity to speak and talk to George Washington, or Alexander Hamilton, who created the Coast Guard.
-RADM June Ryan, U.S. Coast Guard, 2018*

The powerful words above were spoken by, now retired, Rear Adm. June Ryan, to Mrs. Mabel (Evensen) Johnson—a former Coast Guard SPAR.

Mabel Eleanor Evensen was born to Norwegian immigrants on November 4, 1914, on Staten Island, New York. Her father died when she was 13, forcing her mother to work as a housekeeper. At 17, Mabel realized she needed to do something to help support her family. She completed secretarial school and began

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an administrative job at Metropolitan Life Insurance Company in downtown New York City.

In 1943, as the Second World War blazed across the globe, a desire ignited in 28-year-old Mabel to do something. With that burning passion, she walked up Broadway Avenue, where she had recently seen the Armed Forces Recruiting Office, determined to enter the first service she came to. The recruiting sign “Coast Guard SPARS” caught her eye and, as the saying goes, “the rest is history.”



Four SPARS taking a break during training in 1943. (Johnson Family)

In October 1943, Mabel boarded a train from Grand Central Station bound for the Coast Guard SPAR Training Camp in Palm Beach, Florida. Many have heard of the World War II’s Women Reserves (the WACS-Army, WASPs-Air Corps and WAVES-Navy and Marine Corps); but few have heard of the Coast Guard’s Women’s Reserve or “SPARS.” Named by the first SPAR, Captain Dorothy Stratton, the acronym stands for “Semper Paratus, Always Ready.” The SPAR “boot camp” was at the iconic Biltmore Hotel, and then converted

for training SPARS. Mabel joined Training Company #101 and began her Coast Guard journey.

Mabel began her Storekeeper training right after boot camp. With her administrative experience at Met Life, the duties of a Storekeeper (SK) proved a natural fit for her. The SK program was an eight-week intensive study with a variety of classes from 8:00^{AM} until 5:00^{PM}, and examinations on Saturday mornings. Mabel and her roommates spent long evenings studying together forming a deep camaraderie. Mable maintained lifelong friendships from those first SPAR experiences in Palm Beach.

Following Palm Beach training, Mabel shipped out to the Coast Guard’s Ninth District Office in Cleveland to serve in the Pay & Personnel Division supporting personnel on the Great Lakes. Earlier, Mabel had fallen in love with a fellow Staten Islander Ken Johnson, then serving in the U.S. Merchant Marine Service. Ken made many dangerous trips across the Atlantic as a radio operator, and his safety was always a concern for Mabel.



Mr. & Mrs. Ken Johnson pose for a photograph in their uniforms in 1945. (Johnson Family)

In March 1945, Mabel was granted special leave to return home to marry Ken on Staten Island. Mabel still recalls how service women were required to wear their uniforms, but she obtained special permission to wear a white dress for her wedding!

As May 8, 1945, victory in Europe (VE Day) was declared. The Cleveland Coast Guard offices on Euclid Avenue were abuzz with activity. From a small radio, the staff had listened to the sad news of President Franklin

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Roosevelt’s death, but they now heard President Harry Truman declare that the war in Europe had ended. Bells were ringing, whistles were blowing and people—including Coast Guard men and women on the 16th floor of the Keith Building—were throwing paper out of windows. Mabel recounted, “Euclid Avenue was knee deep in paper!”



SPAR Mabel Johnson saluting at a District Nine “Return to Duty” event held in Cleveland in 2017. (U.S. Coast Guard Photo)

After VE-Day, Mabel arranged a “mutual” transfer with a SPAR in New York City, so she could be stationed near her husband. SK2 Johnson continued to serve the Coast Guard in Manhattan until May 1946. She joined Ken, who was discharged from the Merchant Marine a month earlier and started a career in the auto industry.

The post-war era had begun. Mabel focused on raising their children, Ken, Jr., Elizabeth (Betty) and Gary. In 1991, Ken and Mabel moved to the Kansas City, Kansas, suburbs to live near daughter Betty and son-in-law Alan. In 2008, after 63 years of marriage, Ken “passed the bar.” Mabel continues to enjoy life in Olathe, Kansas, living with her daughter and son-in-law.



COAST GUARD INSTITUTE - 88 YEARS OF SERVICE



*RDML Keith Smith,
FORCECOM Commander*

On 14 July 2017, after 88 years of faithful service to our nation, the Coast Guard Institute, Oklahoma City, Oklahoma was disestablished. Throughout her service, the CG Institute consistently excelled at carrying out her mission: to provide the clearest path to the next highest pay grade or education level.

The only unit of its kind for over eight decades, the CG institute had a positive impact on all members of the Coast Guard by providing vital professional and personal growth opportunities to our workforce. During its history, the CG Institute moved and was reorganized twice. In 1928, several CG members worked at the Marine Corps Institute in Washington D.C., to allow the CG staff to learn the Marine Corps’ method of conducting correspondence course education. Through that partnership, the CG Institute modeled its structure after their program.

Then, on May 6, 1929, all CG personnel associated with educational work reported for duty at the CG Institute’s first home at Fort Trumbull, in New London, CT, where it remained for 13 years. The CG Institute then moved across the Thames River in 1942, to the Coast Guard’s newly commissioned training station at Avery Point, CT. When the training facility closed down in 1967, the CG Institute moved to its third, current and final location, in Oklahoma City, OK to take advantage of the Federal Aviation Administration’s state-of-the-art computer system, and has been located at the Mike Monroney Aeronautical Center (MMAC) ever since.

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The CG Institute hosted all functions related to advancements until 1988, including correspondence course and Service Wide exam writing, course material production and distribution, along with Chief Warrant Officer selection exams. In 1988, it was decided that subject matter experts and course writers representing each enlisted rating were to be transferred to their respective training centers that provided formal instruction in each rating. Since then, the CG Institute was been responsible for producing, distributing and scoring end of course tests (EOCTs), most recently called Rating Advancement Tests (RATs), prepared by the various training centers, until the RAT was suspended, indefinitely.

There were many changes over the years, including the start of the tuition assistance (TA) program in 1995. Since then, the TA division has distributed \$215M dollars for over 130K students who completed over 381K courses through a myriad number of schools around the world. The Institute also managed the CG Foundation Education Grant & Vander Putten Education Grant programs to help reimburse for education expenses not covered by TA. On an annual basis, the CG Institute generated around 6,000 Joint Service Transcript (JST) updates, 5,100 educational degree corrections in Direct Access and ensures qualification exam scores were uploaded into Direct Access for about 5,600 Coast Guard members which help facilitate operational readiness.



Education and Training Quota Management Command (ETQC)

As of 14 July 2017, the Institute was officially merged with the Training Quota Management Center (TQC), IAW OFCO 001-17. All traditional Institute services continue without interruption, but now fall under the control of the new Education and Training

Quota Management Command (ETQC), in Chesapeake, VA.

To the past CG Institute crews & plank owners: Job well done! Throughout the 88 years of service, the CG Institute and her crews admirably served the Coast Guard and the Nation. Congratulations and Bravo Zulu.



Bob Wallace staffing the USCG Retiree Council booth at the annual CG picnic in Seattle. USCG Photo

COAST GUARD COMPLETES PHASE II OF ASTORIA-BASED HOUSING PROJECT

Coast Guard PA Detachment Astoria



ASTORIA, Ore. — The Coast Guard held a ribbon-cutting ceremony for 12 new family-housing units, including two American Disabilities Act compatible homes, and a maintenance building, on 27 June 2019, at

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the newly built residences on Culp Court in Astoria.

The completion of this second build phase brings the total number of units in the Triumph Housing complex to 126 and still provides area for future construction.

The combined cost of phase II and phase I, which was completed in June 2018, is \$19.3 million.

Phase I achieved a Leadership in Energy and Environmental Design platinum rating level for environmental sustainability and phase II is on track to achieve the same certification.

The newly built homes were designed to ease regular-tenant turnover and are hardened to endure the extreme regional weather. The units improve safety and quality of living, increase utilities performance and longevity, and require reduced long-term maintenance.

“These new homes show just how dedicated we are to being a part of Astoria and the surrounding communities,” said Capt. Gretchen Bailey, deputy commander at Coast Guard Sector Columbia River. “These houses will give our Coast Guard men and women, and their families, a place to call home while serving this community.”

The operations and maintenance building will allow Coast Guard maintenance crews to provide year-round support for the families in the Astoria-based housing complex; as well as six outlying sites in Portland, Oregon, and in Kennewick, Grays Harbor, Bakers Bay, Ilwaco and Bay City, Washington.

The operations and maintenance building is also being considered to be utilized as a Continuity of Operations and Planning (COOP) site, because the location is outside the tsunami inundation zone.

“These homes look great and fit well with the surrounding community,” said Bruce Jones,

mayor of the City of Astoria. “Astoria is very pleased to be home to more of our local Coast Guard enlisted men and women. Given concerns about the rising cost of housing in Astoria, the addition of these new residential units has the added benefit of taking a bit of pressure off the local supply/demand curve.”

The current housing market survey analysis stated that in the next 5 years, given the projected growth in the Coast Guard and the North Coast Area, there will be a deficit of more than 80 homes for Coast Guard personnel.

**COAST GUARD CUTTER ELM
ARRIVED IN ASTORIA**

U.S. Coast Guard 13th District PA Detachment Astoria



USCGC Elm (WLB 204) arriving off Tongue Point in Astoria. USCG Photo

ASTORIA, Ore. — The Coast Guard Cutter *Elm* (WLB 204) crossed the Columbia River bar and arrived in Astoria, its new homeport, for the first time, on 15 July 2019

The *Elm*, a Juniper Class 225-foot seagoing buoy tender, is operated by the same crew that operated the Coast Guard Cutter *Fir*, which left Astoria in June 2018 as part of a Coast Guard-wide hull swap.

The *Elm* came out of a mid-life, dry-dock, major-overhaul period at the Coast Guard Yard in Baltimore. The major overhaul began in January 2018.

The *Elm*, commissioned in 1998, was previously homeported in Atlantic Beach, North Carolina, as part of Sector Field Office

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Macon, North Carolina. It spent the last 20 years maintaining over 250 floating aids to navigation from central New Jersey to the border of North and South Carolina.

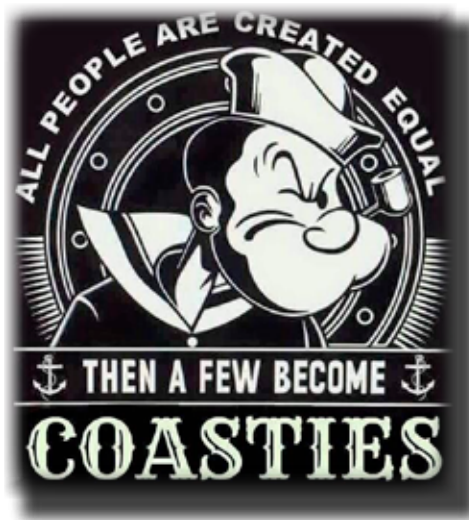
The *Elm's* primary mission will continue to be servicing aids to navigation, but its new area of responsibility stretches along the Pacific coasts of Oregon and Washington as well as in the Columbia River. Its area extends from the Oregon/California border north to the Strait of Juan de Fuca, and east in the Columbia River to Longview, Washington.

The aids that its crew will service and maintain are essential to commercial vessel traffic in shipping ports such as Coos Bay, Newport, Astoria, Portland, Longview, and Seattle.

The *Elm's* crew will be responsible for 114 floating aids. The buoys, which the crew normally service, range in size from 13-foot tall and 5-foot wide to 35-foot tall and 9-foot wide and weigh up to 18,000 pounds. The *Elm* has heavy lift capabilities with a crane that can extend to 60 feet and lift up to 40,000 pounds.



A Coast Guard Maritime Safety and Security Team boat crew plies the waters of the Willamette River in Portland during the 2019 Rose Festival Fleet Week. USCG photo by PAC Keith Alholm



The NAZI Germany training barque SSS Horst Wessel was captured in April 1945. She was transferred to the U S Coast Guard and commissioned in May 1946 as the USCGC Eagle (WIX 327). Used today as part of the Coast Guard Academy cadet training program. On the left is the Horst Wessel and a NAZI U Boat in the 1940's and above is the CGC Eagle today. USCG Photos

LCDR WARREN GILL USCG OF LEBANON, OREGON HERO OF WWII

Sarah Brown - Lebanon Local News

Warren Calavan Gill of Lebanon was one of the great Coast Guard heroes of WWII, certainly one of the most important ones to come from the West Coast. He not only received the Legion of Merit Medal, but was one of only 6 USCG recipients of the Navy Cross, a medal just shy of the Medal of Honor in terms of honor and recognition. In the history of the Service he is the only USCG Reservist to receive a Navy Cross Medal.

As a young lawyer in New York City Warren met and married Vadne Scott, who was pursuing a music career on 17 January 1942. After receiving a commission in the U S Coast Guard LT (jg) Gill was assigned as OinC of the USS *LST-357* and participated in the Sicily and Salerno, Italy landing on 10 July and 9 September 1943 respectively.



Warren Gill went in harm's way and nearly lost his life at Salerno, Italy during the landings there. In addition to his other medals, Gill received the Purple Heart Medal and was elevated in rank, retiring as a LCDR after the war. After serving his country overseas, he returned to Oregon to serve his state in a variety of important political and public servant roles. LCDR Gill is buried in IOOF Cemetery, Lebanon, Linn County, Oregon along side his bride Vadne who died in 1996.

This boating facility is dedicated to the memory of Warren C. Gill (1912-1987). Warren's life was devoted to country, state, community and family. A retired Coast Guard Commander, he was awarded the Legion of Merit, Navy Cross and Purple Heart. Warren served in the Oregon State House of Representatives and State Senate. A lifetime Lebanon resident, he was city Attorney for 17 years. An avid boater, Warren served on the State Marine Board for sixteen years. He was strongly committed to developing safe and enjoyable boating facilities in Oregon. In 1972 Warren was instrumental in developing this boat ramp in cooperation with the City of Lebanon. Gill Landing provides public access to the South Santiam River for the use and enjoyment of all boaters in Linn County."

Navy Cross Citation

The President of the United States of America takes pleasure in presenting the Navy Cross to Lieutenant, Junior Grade Warren Calavan Gill, United States Coast Guard, for extraordinary heroism and distinguished service in the line of his profession as Officer in Charge of small boats for the amphibious assault at Salerno, Italy, on 10 July 1943. Lieutenant, Junior Grade, Gill, while directing the lowering of small boats from USS *LST Three Hundred Fifty-Seven (LST-357)*, which was under enemy fire, was seriously wounded. Despite his wounds he continued with utmost intrepidity to efficiently carry on his duty as commander of the assault flotillas, giving last-minute instructions to the officers and crews. He then collapsed and his injuries were found to be so severe that many months of hospitalization will be required for recovery. Lieutenant, Junior Grade, Gill's heroism was an inspiration to all officers and men of the flotilla. Because of this and the patient and thorough instruction he had carried out in the landing technique throughout the training periods and the landings in Algeria and Sicily, the performance of this boat in the assault was most admirable. The conduct of Lieutenant, Junior Grade, Gill throughout this action reflects great credit upon himself, and was in keeping with the highest traditions of the United States Naval Service.

PACIFIC CURRENTS NEWSLETTER – A Coast Guard Retiree Council Northwest Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published at: U. S. Coast Guard Base Seattle, Work-Life Office, Coast Guard Retiree Council Northwest, 1519 Alaskan Way South, Seattle, WA 98134 Phone: (206) 217- 6188. Published four times yearly and circulated to retirees throughout the Pacific Northwest electronically and on web site (www.cgretirenw.org). The Retiree Newsletter contains news of general interest, suggestions, and information for Coast Guard retirees, spouses, annuitants and retired Coast Guard reservists. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Editor - Patrick Wills, CWO (retired), wills@exchangenet.net.

COAST GUARD RETIREE COUNCIL NORTHWEST
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USCGC Kimball (WMSL 756) arrived in Honolulu for the first time Dec. 22, 2018. Known as the Legend-class, NSCs are designed to be the flagships of the Coast Guard's fleet, capable of executing the most challenging national security missions, including support to U.S. combatant commanders.
USCG. photo by Chief Petty Officer Sara Muir/Released)

