



Coast Guard Heritage Museum

at the U.S. Custom House in Barnstable Village, Cape Cod, Massachusetts

Fall 2023 Newsletter

Origins of the U.S. Coast Guard

The Commonwealth of Massachusetts is the 18th century birthplace of the U.S. Coast Guard. Responding to the needs of rapidly expanding marine industries along our new nation's East Coast, three organizations (Massachusetts Humane Society, U.S. Lighthouse Establishment, U.S. Revenue Marine) were created to protect, support, and regulate mariners and the movement of goods essential for continued economic growth. Each of these organizations have roots in Massachusetts. In the early 20th century, these three services merged to become the United States Coast Guard. The following core missions were first offered along the Massachusetts coast:

Aids to Navigation - America's first lighthouse was built in 1716 on Little Brewster Island in outer Boston Harbor. It was the start of an extraordinary legacy of over three centuries assisting mariners with their navigation. In 1789, the U.S. Lighthouse Establishment was formed which later became the Lighthouse Service. Today, the Coast Guard maintains over 45,000 fixed and floating navigational aids.



Search and Rescue - In 1786, appalled by the number of sailors needlessly losing their lives because there was no organized rescue service to respond to marine disasters, several distinguished citizens in Boston formed the Humane Society of the Commonwealth of Massachusetts, also known as the Massachusetts Humane Society. The MHS was dedicated "to the rescue of the survivors of shipwrecks and ships in distress". It is the fourth oldest lifesaving service in the world. The MHS was responsible for many advances in marine disaster response, including construction of our nation's first lifeboat (built on Nantucket) which was employed at the first lifeboat station in Cohasset. The MHS operations served as a concept for the expansion of shore-based rescue in the U.S., which led to the establishment of the U.S. Lifesaving Service, formed in the 1870s.



Maritime Law Enforcement - In the second year of his first administration, President George Washington approved

the creation of the Revenue Marine to assist Customs with the collection of fees on international trade coming through our ports. Washington was acting on a proposal championed by Alexander Hamilton, Secretary of the Treasury.

Hamilton said that "... a few armed vessels, judiciously stationed at the entrances of our ports, might at small expense be made useful sentinels of the laws." August 4, 1790, the date the legislation was signed, is considered the Coast Guard's birthday. There were ten cutters initially approved for the Revenue Marine. The Revenue Cutter *Massachusetts* was the first, built in Newburyport in 1791. Newburyport is recognized by the Coast Guard as the service's birthplace. John Foster Williams of Boston served as the first master of the *Massachusetts* which was homeported in Boston.

The Coast Guard is one of the oldest organizations of the federal government. Since the Continental Navy was disbanded after the Revolutionary War and not reestablished as the U.S. Navy until 1798. The U.S. Coast Guard (originally the Revenue Marine and later renamed the Revenue Cutter Service) is the nation's oldest armed service afloat. The revenue cutters were responsible for protecting the nation's income and enforcing the first tariff laws enacted by Congress under the Constitution.

In 1915, the Revenue Cutter Service combined with the U.S. Lifesaving Service to become the U.S. Coast Guard. The Lighthouse Service was added in 1939. Many other missions were added in the 20th century including marine safety in 1946 with the assumption of duties that had been performed by the Bureau of Navigation and Steamship Inspection. The International Ice Patrol was added after the sinking of the *Titanic* in 1912 to track icebergs in the North Atlantic and then, after WWII, the service assumed responsibility for all U.S. polar icebreaking.

In 1967, the Coast Guard was moved to the new Department of Transportation (DOT). Eleven days after 9/11, President George W. Bush set up the Department of Homeland Security, and in March 2003, the Coast Guard left DOT to become the largest agency in DHS. It was a record-setting sixth executive agency change for the Coast Guard, including moves into and out of the Department of Navy during WWI and WWII.

continued on page 2

The U.S. Coast Guard is both a military force and law enforcement agency. Today, in time of peace, the Coast Guard operates as part of DHS, serving as the nation's front-line agency for enforcing our laws at sea, protecting the marine environment and our vast coastline and ports, and saving lives. In times of war, or at the direction of the President, the Coast Guard serves under the Department of the Navy while also conducting its other missions at home.

CG Cutter *Hamilton* in Odessa, Ukraine (2021)



President's Report

We continue to make great progress on several exciting initiatives including the creation of a large mural to be permanently displayed in the Great Hall of the Massachusetts State House. It will commemorate the Commonwealth as the birthplace of the Coast Guard. We're also moving forward in our efforts to create a national Coast Guard museum network, working closely with the Foundation for Coast Guard History and the National Coast Guard Museum Association.



Due to significant and important design changes and a variety of other challenges, Admiral Fagan announced this



summer that the delivery of the Coast Guard's first Polar Security Cutter (i.e. new icebreaker) has been delayed until 2028. We had been planning a 2024 icebreaker exhibit, but due to the PSC

delays, we have decided to postpone this new exhibit for at least three years to coincide with the commissioning of CGC *Sentinel*, our nation's first new polar icebreaker in over 25 years.

Next year, we will dismantle our Coast Guard Oceanography exhibit in our Changing Gallery and replace it with a Coast Guard Arts and Entertainment themed exhibit. It will include showing a continuous loop of movie trailers that feature the Coast Guard (including *The Guardian*, *The Finest Hours*, *The Perfect Storm*, and several others), and a display of Coast Guard toys and games from the late 19th



and early 20th century. This gallery will also have a temporary exhibit featuring Coast Guard "trench art". This is art created by Coast Guard personnel while in a war theater or while on isolated duty (e.g. Nantucket lightship baskets).

As we begin our 20th season, we will be completing an update of our long-term strategic plan. If our application is selected by the American Alliance of Museums, a comprehensive operational review of our museum will be done under their Museum Assessment Program (MAP). With this in hand, we will focus on our most important initiatives including development and possibly the addition of some paid staff positions.

President: Greg Ketchen, CAPT, USCG (ret)

Did You Know . . .

The Captain Hopley Yeaton Memorial is located on the USCG Academy grounds in New London, CT. Hopley Yeaton



was the first officer commissioned under the Constitution of the United States by George Washington into Revenue Marine Service. Hopley Yeaton (1739-May 14, 1812) was originally buried in Lubec, Maine but by 1975, his burial site was threatened by modernization. The USCG Academy Corps of Cadets sailed the Barque *Eagle* to Lubec, where his remains were exhumed on August 23, 1975. They were removed to a permanent resting place in New London CT, and laid to rest at the Academy.



◆◆◆◆◆ A Thank You 50 Years in the Making ... ◆◆◆◆◆

This was an article written in the CG Aviation Association Pterogram that deserved to be shared again.

“Thought we’d start with the THANK YOUs ... this is a “shout out” to all our aviation brethren “from” all those survivors who likely feel like this gentleman’s son ... and their wives, kids, grandkids. He readily states how they tell the story of their rescue by Coast Guard Aviators – it’s become ‘family lore’ ... But for whatever the reason, were not able to say “Thank you” for many years. There is a mission description at the bottom – this case was not a “dark and stormy night” by Coast Guard standards, but a miracle case nonetheless.”

Sean Carlton, son of one of the survivors, sends:

Hi, Bud. My name is Sean Carlton. I left a voice mail message for you, but don’t know if it was a valid number. My Dad was lost at sea with his family 50 years ago and I’m wondering if you are the helicopter pilot who rescued them. If so, thank you so much for your service and for rescuing my parents! We are heading to Nantucket May 15-22 for a 50-year reunion of my Dad and his siblings and to celebrate my Dad’s 80th Birthday. I would love to take you and your wife to lunch or dinner and introduce you to the family you rescued. We are taking the 2:45 ferry from Hyannis on the 15th. I am going to attempt to upload an old article I found about the ordeal. My uncle saved an old newspaper clipping of this story, but he must have missed the last page; it wasn’t until late last year that I found an online version that listed the identity of the Coast Guard Pilot who rescued them. All these years and we had no idea who the pilot was. Anyway, you are a minor legend in our family! I look forward to touching base with you in person!”



CAPT Bud Breault (USCG retired and CGHM member) sends:

“I received the message (above) “out of the blue” in March of this year. I was flabbergasted. I had been thinking of this rescue for many years, especially when people ask me about the Coast Guard and our lifesaving missions – this particular case had always stuck with me as a “miracle”. I never knew what happened to the six survivors after we dropped them off at Nantucket 50 years ago. The date was September 5, 1973.

This was the LAST search area to be searched after three days of bad weather before shifting the search area based on weather and drift; my aircraft was assigned to the LAST search area; we were on the LAST leg of the search area. One of my crewmen (cannot find any of their names or ratings) thought he saw a flare off our starboard side. I turned in that

direction and descended and we found the boat with all six survivors. They told us it was their LAST flare when we picked them up. A MIRACLE had occurred.

“The flight wasn’t one of your DFC or Air Medal flights, in fact no awards were received or expected. We simply saved six lives, and their families were all born after their rescue – many of whom we met at a luncheon in honor of the 50 years after the rescue and to celebrate the 80th birthday of John “Sandy” Carlton MD (who by the way was an obstetrician who delivered over 4,000 babies during his medical career). There were many tears to be shared by the family and myself at this reunion. It was a fantastic feeling and still gets me to this day when I think about it.”

The entire group, Breaults and Carlsons, reunited at The Black Cat at Hyannis Harbor Ferry in March of 2023.

Mission Description:

September 5, 1973 TODAY IN COAST GUARD AVIATION HISTORY - an HH-3F #1438 assigned to Air Station Cape Cod, MA launched in response to a 19-foot Mako outboard fishing vessel with six persons aboard for three days after they depart Nantucket Island. Got lost in fog and ran out of fuel.



The timeline is as follows:

HH-3F #1438 LCDR Breault (AC) and LT John Powers (CP) departs Airsta @1440 to search area south and west of Nantucket and Martha’s Vineyard to include NoMans Land.

HH-3F #1438 located subj at 1521Q in position 41-16N by 70-32W in fog, 200 ft ceiling, visibility 2-3 miles and seas 2-4 feet.

HH-3F #1438 landed on the water and took all 6 survivors on board via platform pickup at 1655Q due to rapidly deteriorating weather.

HH-3F #1438 arrived at Nantucket Airport at 1711Q. Debarked all 6 survivors for transport to Nantucket Hospital.

HH-3F #1438 departed Nantucket Airport at 1724Q.

HH-3F #1438 arrived at ASCC at 1742Q. MISSION COMPLETE.

The rescued survivors were: Dr. John Carlton, Leslie Carlton (his wife), Pelly Carlton (19), William Carlton (23), Ann Carlton Thompson and Mac Thompson (26), boat owner

Coast Guard Adds New Insignia

By A. J. Pulkkinen

Coast Guard Commandant Linda Fagan has approved the first new uniform insignia in over 20 years. The Response Operations Ashore Insignia (ROAI) shows a compass rose, framed by a life ring, overlapping a crossed oar and rifle surrounded by breaking wave crests. The insignia is pewter with gold accents on the compass rose, life ring, oar, and rifle.



Assistant Commandant for Capabilities, Rear Admiral Todd Wiemers notes “We now have an insignia that represents our full world of work and unites us as a response ashore community.” The ROAI identifies members who possess the skills and experience to be considered professionals as they carry out each of the Coast Guard’s roles of maritime safety, maritime security, and maritime stewardship.

Insignia are worn on a member’s uniform, signaling that person’s professional achievement while also creating an esprit de corps. Admiral Fagan has encouraged the service to ensure all communities can earn insignia that honor their expertise. For details on how to apply for the ROAI, members are directed to ALCOAST 150/23. In the coming months, the insignia will be available for purchase through the CG Exchange system and to wear as a uniform item.

Lara Young a Coast Guard civilian employee at the Coast Guard’s Clothing Design and Technical Office in Natick, Massachusetts combined the symbols to design the new insignia. Young is the service’s resident expert on designing and certifying new Coast Guard devices and insignias.

The Museum Campus

Sitting on 1 1/3 acres of land owned by the Town of Barnstable, our museum campus is the home to several structures including the 1856 U.S. Custom House with its three floors filled with Coast Guard exhibits, a research library, and our archives. To the east of the Museum is a carriage house originally used by custom officials and postal employees who worked in the main building. For the past 20 years, this building has served as an operating blacksmith shop that had been run by Jim Ellis, one of our museum directors. Jim passed away earlier this year.



His co-worker in the shop for the past several years, Marc Grenier, has capably filled Jim’s shoes as our on-site blacksmith. He has continued and expanded the training program begun by Jim working with a diverse group of apprentices.

Marc working with Jennie Boyd



The Heritage Museum also shares our campus with an old jail which was moved to this site in the 1990s. It was originally located about a mile west of its current home on Old Jail Lane.

The Old Jail was built in the 1690s and has some interesting stories to tell. Halloween is always a favorite time to check out this fascinating, unique building.

Where else on Cape Cod can you find such an interesting cluster of historic buildings that are devoted to remembering the past?



The Oldest Wooden Jail in America

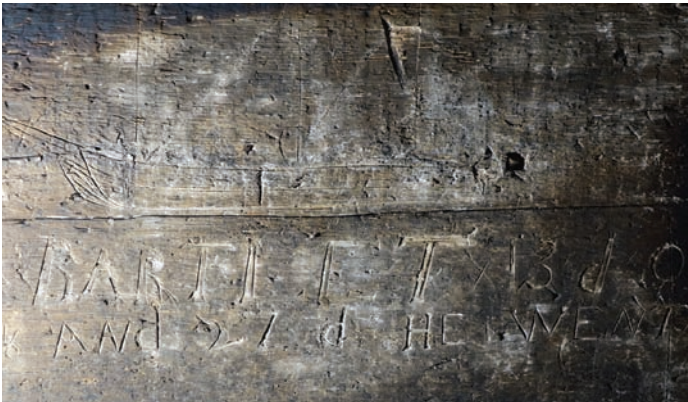
Many of the tourists visiting our museum in Barnstable Village are equally interested in the adjacent Old Jail, billed as the “oldest wooden jail in America”. Who wouldn’t want a peek into those accommodations?

The jail was built for the Plymouth and Massachusetts Bay Colony courts and was meant to hold six prisoners. It served as the Barnstable County jail until a new jail was built in the early 1820s.

An essay compiled from interviews, conducted by Francis I. Broadhurst with Barnstable County Chief Deputy Sheriff and local historian Lou Cataldo, offers information from the earliest years. Much of the information and many of the dates were taken from journals kept by Mr. Cataldo who was interested in law enforcement history in Barnstable County.

Cataldo wrote, “Down through the centuries, our Barnstable County Jails and Houses of Correction have confined Native Americans, rich men, poor men, beggar-men and thieves, but also bankers, merchants, sea captains, and even a female Confederate spy. But one of the oldest incarcerated ‘guests’ of the county was W. Bartlet in 1698.”

Although an exhaustive search of old colonial records do not reference who W. Bartlet was, where he was from, or for what crime he was incarcerated, Bartlet carved his own



record into the thick plank wall of his cell in the Old Gaol. Carved deep into the ancient wood planks was the name of the 17th century prisoner:

“W. Bartlet. 13d Oct. 1698 & 27d He went out.”

It is believed that Mr. Bartlet was a seaman since he also carved a three masted ship into the planks of his cell. There are many carvings of sailing vessels and boats on the walls of the jail.

The building stood behind the former jail keeper’s house on Old Jail Lane until 1968. That’s when the building’s true identity was discovered. Owner Margarella Holway wanted to replace her ancient barn with a garage on her property. Carvings by prisoners were discovered on the walls of the barn. Historians were brought in. Yes, it was the old jail!



Miss Holway struck a deal with the Barnstable Historial Commission to give the building to the Town. In exchange the Town would build her a new garage! The jail was moved in 1972 by Robert Hayden to land donated to the Town by Mrs. Julia Chase.

The Old Jail Lane property was not the original location of the building. Plimoth Plantation archeologist James Deetz believed that the jail was first in another location and was moved to Old Jail Lane around 1750.

Deetz termed the Old Barnstable Gaol “one of the most significant finds – not only in New England - but in the whole country.” Later research by the Society for the Preservation of New England Antiquities found further evidence to support the authenticity of the old jail.

Today the c.1690 jail shares the property on Route 6A with the Coast Guard Heritage Museum and the Blacksmith Shop. The jail has visiting hours in the summer season.



Prisoner cells on the second floor



Coast Guard Heritage Museum

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Visit us at www.capecodmuseumtrail.com

Would you like to publish an article in our newsletter? Contact us at 508-362-8521.

Newsletter graphic design by West Barnstable Press

PLEASE NOTE NEW MUSEUM SCHEDULE

The Museum will continue to be open Tuesday thru Saturday (10 am-3 pm) between Memorial Day and Columbus Day
We will be open Thurs., Fri., and Sat. only (10 am-3 pm) between May 1 - Memorial Day AND Oct.11 - Veterans' Day

BECOME A COAST GUARD HERITAGE MUSEUM MEMBER!

Individual - \$25 Single membership: attending annual meeting with no voting privilege, individual admission to the museum, and a 10% gift shop discount.

Family - \$40 Same as Individual, but with additional admissions to the museum for immediate family. One person may attend annual meeting with no voting privilege.

Supporting Member - \$100 Unlimited museum admission & 10% discount. This is for those who want to support museum but not actively participate.

Sustaining Member - \$250 For those who want to show a greater level of support for the museum. Unlimited admission and 10% discount apply.

Guardian: three donor levels - Guardians receive all benefits of membership. The Guardian category includes individual recognition at the museum. The three categories are: **Captain's Circle** - \$500+; **Admiral's Circle** - \$1,000+; **Commandant's Circle** - \$2,500+

Name: _____ USCG Connection (if any) _____

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We are a 501(c)(3) organization. Our mission is to preserve and share the story of the U.S. Coast Guard in the former U.S. Custom House, Barnstable, MA.