



# Coast Guard Heritage Museum

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

## Spring 2020 Newsletter

### President's Report

This year begins with a significant threat to the health and prosperity of our nation and its people. The Coast Guard has assisted with many major disasters in the past and will again respond to this one. In March, the Commandant offered the following concerning the pandemic:

*"During times of uncertainty throughout history, the Coast Guard has consistently risen to the challenge of protecting the American people and our way of life. As our Nation and the global community confront COVID-19, our Coast Guard continues to perform critical missions that protect our national interests, promote economic prosperity, and ensure public safety . . .*

*While this virus may be new, the Coast Guard's skilled and practiced response to all threats is not. **This is what we do.** We surge our resources, we focus our efforts, we take care of each other, we adjust as conditions require, and above all we remain calm.*

*The American public counts on us to remain "Always Ready" to defend our nation, safeguard our citizens, and facilitate our economy – just as we've done for nearly 230 years. This is why we serve!"*

At the Coast Guard Heritage Museum, we intend to continue telling the Coast Guard's story and, where we can, present examples of what the service is doing to help with this pandemic and its history of responding to major disasters. Come visit us this summer and see how we continue to mature as a museum and become stronger as an organization.

The Board of Directors of the Coast Guard Heritage Museum has decided to postpone the opening of the museum until at least May 21 (Memorial Day weekend). We will continue to assess a possible further delay as the date gets closer, and recommend you check with our website for the most accurate information.

Greg Ketchen

### In the Beginning

Patricia Garrity

*The history of Air Station Cape Cod reaches back 95 years to a single borrowed aircraft, the impossible task of Prohibition enforcement, and the foresight of one man.*

Ten Pound Island is a little speck of land off the east entrance to Gloucester, MA Inner Harbor, originally home to a historic light station, (built in 1820) with a keeper's house and oil house along with a federal fish hatchery (1889-1954). Today, only ruins of the original buildings remain. Local lore suggests the name came from the amount of money paid to local Indians for the property by early settlers but Cape Ann Historian Joseph Garland wrote it was more likely named for the number of sheep pens (also known as pounds) located on the island.

In the early 1920s, Lieutenant Commander Carl Christian von Paulsen (CG Aviator #5), commander of the Coast Guard Section Base #7, Gloucester, was becoming more aware of the value of aviation for sea searching. He initiated action to get an airplane to aid in his patrol boat searches. Those were the days of rum runners and Prohibition. The Coast Guard had established many Section Bases along all its coasts to stop the illegal importing of liquor by sea. On the east coast of the U.S., these illegal vessels were loaded



USCG Air Station at Ten Pond Island, Gloucester, MA 1925-1935  
Note canvas tent/hanger at lower left. Photo: [goodmorninggloucester.org](http://goodmorninggloucester.org)

with contraband in various Caribbean ports such as the French islands of St. Pierre, Miquelon and the British Bahamas. The 'rummies' remained outside the 'twelve-mile limit' from the U.S., waiting for high speed motor boats to

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dash out, load up and dash back to shore. But there were many rum runners and the ocean was so big - it was a frustrating position for the Coast Guard and Von Paulson, as a flier, knew the value of planes for searching at sea.

Von Paulson interested Lieutenant Commander Stephen S. Yeandle, aide to Rear Admiral Frederick Billard, Commandant of the U.S. Coast Guard, in the idea of getting planes for searching the ocean for rum runners. Yeandle, in turn, discussed the idea with Admiral Billard who favored it, but there was no government money, thus no appropriation. Prohibition of the "manufacture, importing, transportation and selling of alcoholic beverages" had become the law of the land in January 1920. Enforcement of the law fell to the Treasury Department and the Coast Guard was tasked with interdicting maritime smuggling. Although the Coast Guard was authorized to build and equip ten air stations in 1919, it wasn't until 2 April 1924 that the \$13 million was appropriated for the funding of such an endeavor.

Finally, in 1925, a Coast Guard air station was approved for 'temporary use' to be housed on unused property belonging to the U.S. Fisheries at Ten Pound Island. A large surplus canvas tent was acquired from the Army for \$1.00 to become the hanger and the Navy Bureau of Aeronautics donated a Vought UO-1 amphibian, a small scout plane, for the period of one year to support the Coast Guard operations. The transferred plane was a mixed blessing. It was reported in one source that the fabric on the Navy aircraft was in such disrepair that the plane was stripped and recovered by the Coast Guardsmen and their wives.



Vought UO-1 Aircraft on loan from the U.S. Navy at 10 Pound Island (1925) [cgaviationhistory.org](http://cgaviationhistory.org)

On 20 June 1925 the borrowed Navy aircraft performed the first aerial law enforcement assist, and the first aviation interdiction took place on 24 June. Over the next several months, the Coast Guard aircraft flew thousands of miles locating smugglers and directing patrol boats to apprehend them. A year later, Admiral Billard, seeing the achievements of the program, was successful in obtaining an appropriation from Congress for five planes for the Coast Guard along with additional equipment.

The first airplane constructed specifically for the U.S. Coast Guard Air Service was a Loening Amphibian, Model OL-5 designated CG-1 and delivered on October 1, 1926. As the service had previously only used surplus Navy planes, the Coast Guard pinpoints this moment as the true beginning of Coast Guard Aviation. Aircraft with serial numbers CG-2, and CG-3 respectively, were delivered by 3 November, 1926 and all three were commissioned in December of that year. CG-1 and CG-3 were assigned to Ten Pound Island. CG-2 was stationed at Cape May, NJ. All three amphibians were immediately put into service and saw extensive use.

By 1 September 1928, CG-1 had flown 136 hrs. 50 mins., CG-2, 453 hours 55 mins, and CG-3, 526 hours 30 mins.



Loening OL-5 (1926) first aircraft built specifically for USCG. Two were based at Ten Pound Island. [cgaviationhistory.org](http://cgaviationhistory.org)

The good work accomplished by the three OL-5s persuaded Commandant Billard that the air arm of the service should be enlarged because of the many uses of the aircraft. Pages 36-37 of The Annual Report of the United States Coast Guard for 1928 included an enthusiastic comment by Admiral Billard stating that the air arm should be "...enlarged and made permanent because of the manifold uses of aircraft" and that the "...direction of saving life and property from the perils of the sea, locating floating derelicts, searching for wrecked seaplanes, assisting in the repair of disabled aircraft, searching for missing vessels and boats and for those reported to be in need of assistance, enforcing the customs and navigation laws of the United States, extending medical aid in extraordinary emergencies, assisting fishermen, and affording other kindred services where haste and speed are requisite."

The duties listed by the Commandant were possibly the first SOPs (Standing Operating Procedures) issued by Coast Guard Headquarters. Thus, OL-5 crews spent time hunting schools of fish for local fishing fleets, tracking icebergs, anti-smuggling operations, and, on one occasion during their law enforcement operations, machine-gunning and sinking 250 cases of liquor thrown overboard from a rum runner. The purchase of seven 'flying lifeboats' in 1932 put the air wing of the Coast Guard solidly in the search and rescue business. These amphibians were designed to land on water in rough seas and pick up survivors.



Commemorative plaque at Ten Pound Island

*In honor of the men who established Coast Guard Aviation  
In May of 1925 on Ten Pound Island in Gloucester Harbor  
Home of the first continuously operating Coast Guard Air Station  
Growth in operations and aircraft size forced a move  
To Salem Massachusetts in 1935 and again to Cape Cod in 1970*

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# Story of the Coast Guard Racing Stripe

Diana Honings

All Coast Guard assets are easily recognizable by the iconic orange and blue Racing Stripe. The stripe, angled at 64 degrees, was adopted in 1964 to improve the image of the Coast Guard and make their ships easily distinguishable from other military vessels. This is the result of the most successful branding program of a federal agency in U.S. history, with U.S. Coast Guard assets easily identified by millions of individuals world-wide who share a connection to the sea.

On October 19, 1956, Coast Guard Cutter *Pontchartrain* came to the rescue of a downed trans-oceanic passenger plane, a Pan American clipper *Sovereign of the Skies*. After radioing in a distress call and ditching in the sea, all 31 passengers and crew were gathered up by the cutter. A grateful survivor, once safely on deck, exclaimed, "Thank goodness for the United States Navy!"

During the early 1960s, President John F. Kennedy, understanding the importance of image building, began an effort to re-make the image of the U.S. presidency as well as the federal government.

First Lady Jacqueline Kennedy became famous for her historically accurate renovations of the White House. Next, feeling the original Air Force design of the presidential jet was too regal, President Kennedy approached Industrial Designer Raymond Lowey to re-design the aircraft designated for presidential flight. Air Force One became an important symbol of the president and the United States in official visits in the U.S. and throughout the world.

Encouraged by these successes, on May 13, 1963 the president met with Lowey to discuss improving the visual image of the federal government. Kennedy suggested the Coast Guard as an appropriate agency to begin with. After a 90-day feasibility study, the firm of Raymond Lowey-William Snaith presented its findings to the Coast Guard leadership. The firm believed the symbol "must be easily identifiable from a distance, easily differentiated from other government or commercial emblems, and easily adaptable to a wide variety of vessels and aircraft."

In June 1964, the Coast Guard signed a contract to "accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard." On March 21, 1965, Coast Guard Chief of Staff, Rear Admiral Paul Trimble agreed to proceed with the "Integrated Visual Identification System". During the development phase, Lowey selected a wide red bar to the upper right of a narrow blue bar canted at 64

degrees and running from right to lower left. A stylized version of the traditional Coast Guard emblem was suggested, for placement on the center of the red bar.

The overall design became known as "the Racing Stripe" or "Slash" emblem. During the prototyping process, the Coast Guard selection committee decided against the stylized Lowey shield and opted for the service's traditional shield emblem instead. The Racing Stripe was tested on cutters and facilities in Florida due to milder weather conditions and the wide variety of sea assets there. The prototype version was affixed to the cutters *Diligence* and *Androskoggin*, a buoy tender, vehicles and buildings at Base Miami. Air Station Elizabeth City affixed the Slash to an HH-52 *Seaguard* helicopter, an HU-16 *Albatross* amphibian and an HC-130 *Hercules* turbo-prop aircraft.

After four years of study, development, and the resolution of issues such as type of font for lettering and uniform paint color specifications, on April 6, 1967 Commandant Edwin Roland issued Commandant Instruction 5030.5, ordering service-wide implementation of the Integrated Visual Identification System.

Not surprisingly, initial adoption of the Racing Stripe met with resistance from the Coast Guard's service culture. But over the course of the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the service. The Coast Guard Barque *Eagle* was the last to receive the Racing Stripe and took the emblem in 1976, just prior to the U.S. Bicentennial *Operation Sail*. Traditionalists believed the Racing Stripe would destroy its classic lines, but Coast Guard leadership saw an opportunity to present the service's brand identity to the world with the *Eagle* serving as host ship.

What a success story!



HH-65 Dolphin & USCG Barque *Eagle*  
USCG collection

# The Long Blue Line: 75 Years Ago Coast Guard Landings on Bloody Iwo

Dr. Robert M. Browning, Historian, USCG retired

The American flag was raised on top of Mt. Suribachi. Many a life was lost trying to get to the top of that mountain.

Diary of Carpenters Mate 3/class Leno DiRosario, LST-795, February 23, 1945

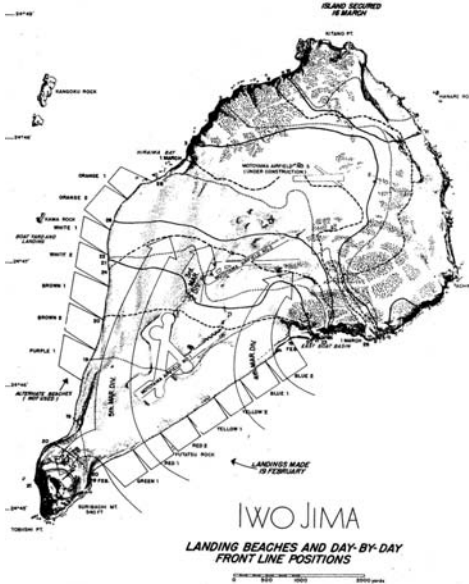
At 10:00 a.m. on Friday, February 22, 1945, LST-795 beached on the Japanese-held island of Iwo Jima. It was D-Day plus four of the invasion, but it was also the first day of the first invasion for the new Coast Guard-manned landing vessel.

The Allies had set February 19th as D-Day for the invasion of Iwo Jima. The assault forces arrived off the southeast side of the island to land men on seven beaches stretching only 3,500 yards. Included in these vessels were the Coast Guard-manned transports *Bayfield* and *Callaway*, 14 LSTs and *Patrol Craft (PC)-469*.

By early 1945, with most of the Philippines secure, the Allies began looking to the final assault on the Japanese islands. Along the route lay Iwo Jima, a volcanic island less than four miles long and just over two wide. Allied planners believed the capture of Iwo Jima would ease the later operations because it could serve as an emergency landing area for crippled bombers returning from missions over Japan. Furthermore, U.S. fighters could fly from Iwo Jima providing cover for the bombers' roundtrip to the targets and back.

Nine hundred vessels sailed in the task groups of the Navy's Fifth Fleet supporting the invasion. These ships carried expeditionary forces of more than 70,000 Marines, nearly 4,000 men in the naval landing force, and more than 36,000 garrison troops. This force of over 110,000 men were set to attack the island's Japanese garrison of 21,000 defenders.

Unlike many of the Pacific atolls captured by the Allies, Iwo Jima had no reefs, so planners believed the landings would be easy. Allied amphibious forces arrived off the beaches before daylight on February 19th and began debarking troops into various forms of landing craft for the assault. The first five assault waves landed at 9:00 a.m. The anticipated good beach conditions never materialized. With no reef to protect the surf zone, heavy ocean seas broke directly on the beaches, broaching landing craft and carrying them sideways onto the beach. In no time, the shoreline became littered with craft.



Official illustration of Iwo Jima showing landing beaches on southeast side of island. (Coast Guard at War)

Successive waves of landing craft had difficulty getting to the beach and likewise became damaged and lost. Coast Guard coxswains found it necessary to back their craft into the wind and current to keep from grounding hard onto the beach. Ordinarily, beachmasters, salvage parties and beach parties kept landing beaches clear, but due to intense Japanese mortar fire focused on the landing area, none of these men could remain there for long. The coxswains in the landing craft had to take all the initiative to get to the beach, unload, and back off. As the wreckage piled up, the landing beaches had to be closed to smaller landing craft until tugs and other craft cleared it to disembark more troops and supplies.

Meanwhile, troops that landed on the beach were mowed down in large numbers. Not only were Japanese guns focused on the 3,500 yards of landing beaches, the volcanic beach sand slowed foot traffic to a crawl. The official Coast Guard history characterized the scene as follows: *"To run, even to crawl, in the soft gravelly volcanic sand was like trying to move through foot-deep mud."* However, by nightfall on D-Day, the fleet of landing vessels had put ashore 30,000 troops or 10,000 more men than the number of enemy defenders.

For CM3 DiRosario, the landing impressed on him memories he would never forget. Forbidden by official regulations, he used a small camera to capture dramatic black and white images of the landings.



LST-795 in April 1945 at Okinawa. The 795 was one of 14 C.G.-manned LSTs that landed troops and equipment at Iwo Jima. (Navsource.org)

Regarding LST-795's landing, he recounted in this diary: *"At that time, we lost our First Lieutenant Graff, who was shot in the left thigh by a sniper. We retracted off the beach at two-thirty, leaving two men behind on the beach. Three men lost in our first invasion."*

## Coast Guard landings on Iwo cont'd from page 3

Coast Guard LSTs did more than merely land men, equipment and supplies. Ships like LST-795 secured their bow to the beach for days at a time providing succor to the troops on the front lines. Coast Guard at War, the official Service history of World War II, captured eyewitness accounts of Coast Guardsmen on board these large floating aid stations. One LST crew member recounted, "The coffee-ground black dirt of Iwo island is on the decks of this LST tonight.



Carpenter's Mate 3/c Leno DiRosario in his dress blue uniform (courtesy Jack DiRosario)



Troops, equipment and supplies landed on the beach by Coast Guard LSTs to support combat operations on Iwo Jima. (USCG)



Photo taken by CM3 DiRosario on February 22, 1945, showing the debarking of its cargo on the beaches of Iwo Jima. (courtesy Jack DiRosario)



Photo by CM3 DiRosario showing LSTs unloading cargo; Mt. Suribachi rising from the fog of war in the background. (courtesy Jack DiRosario)

It was tramped in by thousands of rain-drenched, unshaven, dog-tired, U.S. Marines." Another LST man wrote, "The battle for Iwo is only a few hundred yards away. The ship lies in the brightness of star shells overhead. Beneath her bow, explosive flashes come from a marine artillery position. A short time ago a man was hit there by sniper fire. Occasionally, the rifles of sentries aboard ship crack. They are looking for Japanese swimmers." Another recalled, "Tired men are lying in bunks vacated by Coast Guardsmen. The wounded are here, too. They lie under blankets in every available place, on mess tables, in the crew's quarters and in the wardroom, tended by the ship's doctor." One more wrote, "Aboard, the Chief Commissary Steward said at last count he had fed 'at least three thousand men. But they're still coming.' They're still coming out the blackness and grit and the fighting."

On March 4, well before the end of hostilities, the first crippled bomber made a forced landing on Iwo Jima, proving the strategic importance of the island. Not long after that, U.S. fighter aircraft took up station at the newly-occupied airbase to provide protection to the bombers to and from their targets in Japan. On March 16th, D-Day plus 25, organized resistance on Iwo Jima was declared over.

The Battle of Iwo Jima was supported by thousands of Coast Guard officers and men serving in transports, on board landing craft and on the beaches. Over the course of the one-month battle, U.S. forces suffered nearly 5,000 killed and 16,000 wounded while enemy dead numbered over 21,000 or nearly the entire Japanese garrison force. In his final entry for Iwo Jima, CM3 DiRosario wrote: "Left Iwo Jima. We were the second ship to unload and leave the beach on the 22nd. A job well done and our first."



Famed flag planted at the top of Mt. Suribachi by U.S. Marines. (USCG)

Iwo Jima is another chapter in the 230-year long combat history of the long blue line.

*Editor's Note: The diary entry of Carpenters Mate 3/class Leno DiRosario, found at the beginning of this article, was part of a generous collection of photographs and written notations gifted to the Coast Guard Heritage Museum by the son of Mr. DiRosario and now part of our permanent collection. We are always grateful for new ways to tell the Coast Guard Story.*



# Coast Guard Heritage Museum

P.O. Box 161 • 3353 Main Street, Barnstable, MA 02630  
508-362-8521 • email: [cgheritage@comcast.net](mailto:cgheritage@comcast.net) • [www.cgheritage.org](http://www.cgheritage.org)

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## Newsletter Staff & Contributors

Pat Garrity, *Editor*

"Buck" Baley, Dr. Robert M. Browning,  
Diana Honings, Greg Ketchen,  
Nancy Viall Shoemaker



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## New Museum Exhibit will feature Coast Guard Air Station Cape Cod's 50th Anniversary

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