

# COAST GUARD HERITAGE MUSEUM

## NEWSLETTER

George Washburn - Editor Emeritus,  
Jack McGrath - Editor

Publisher - CGHM

Fall 2013

*In this Issue:*  
*From the Fleet*  
*Tugbird??*  
*Iceberg bombing*

### COAST GUARD HERITAGE MUSEUM

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## **EDITOR'S NOTES**

**This is the Fall 2013 newsletter. As usual it is later than it should be!! This has been a busy season at the museum. We went through major renovations that really helped the building. No more wind blowing through. There are two or three more years of restoration work planned. The disruptions are difficult, but the results are worth it. We concluded the "War of 1812" exhibit, and are selecting our special exhibit for next year.**

**George Washburn is back with part one of a two part story about Coast Guard cutters now serving as reefs. Part two next time!**

**We recently received a very large photo collection from the family of George "Chip" Robinson, who was a photographers mate and served on the *CGC Eastwind*. He did not take all the photos in the collection. The ones included are all official USCG photos.**

**We hope you enjoy this issue.**

**Jack McGrath  
editor**

# TUGBIRD



A Coast Guard Helicopter, the HO4S, carries out an experimental towing of the USCGC BIRCH, a 72 foot Buoy Tender with a displacement of 75 tons. This test was conducted by the Coast Guard Testing and Development Division recently at the Coast Guard Air Station, St. Petersburg, Fla., to determine the possibilities of such assistance in search and rescue work.

Please Credit U. S. Coast Guard Official Photo  
U. S. Coast Guard  
Washington 25, D. C.

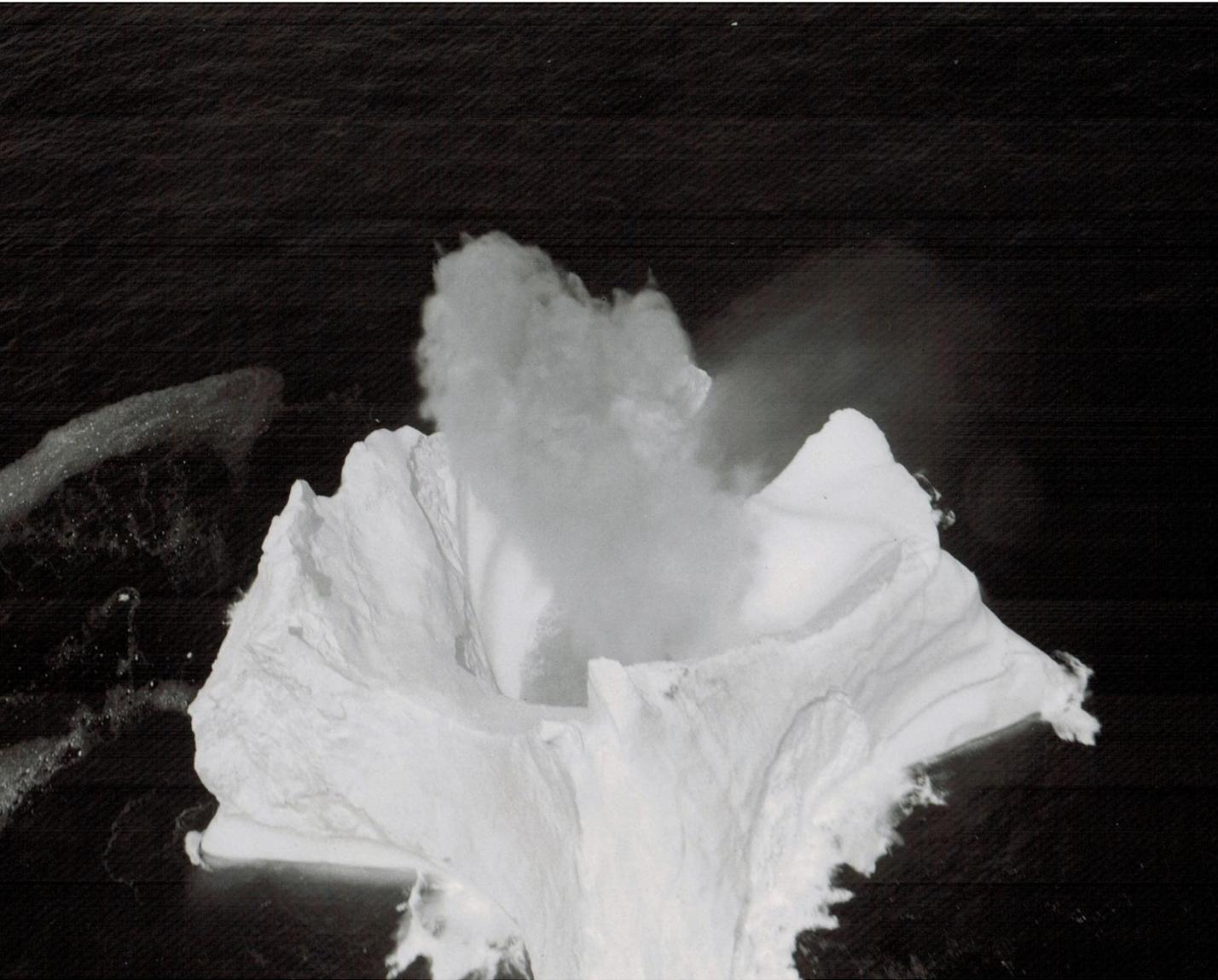


PUBLIC INFORMATION DIVISION  
U. S. COAST GUARD HEADQUARTERS  
10 JUNE 1960 FOR RELEASE  
ICEBERG DESTRUCTION TEST  
FIRST SERIES CONDUCTED FROM AIR  
MAY 23 - 30, 1960  
INTERNATIONAL ICE PATROL  
**BOMBS AWAY!**

A 1,000 LB. GENERAL PURPOSE CONVENTIONAL TYPE BOMB IS RELEASED FROM RIGHT WING OF A COAST GUARD UF-2G PLANE FROM AN ALTITUDE OF 800 FT. ON AN ICEBERG TARGET LOCATED 160 MILES NORTHEAST OF ARGENTIA, NEWFOUNDLAND, IN INTERNATIONAL WATERS 60 MI. NE OF CAPE BONAVISTA.

OFFICIAL U.S. COAST GUARD PHOTO

**THE BOMB STRIKES THE 150 FOOT TALL  
ICEBERG.**



**THE RESULTS OF THE BOMB.**





**DURING THE FIRST SYSTEMATIC AERIAL BOMB TESTS CONDUCTED BY THE USCG DURING THE 1959 INTERNATIONAL ICE PATROL, 1,000-LB CLUSTER TYPE PETROLEUM AND THERMITE INCENDIARY BOMBS WERE USED. SINCE 1923 VARIOUS TYPES OF ORDNANCE WEAPONS HAVE BEEN USED IN AN ATTEMPT TO DESTROY ICEBERGS. THESE WERE MAINLY DIRECTED FROM SHIPS UNTIL THE AERIAL ATTEMPTS IN 1959. THIS YEAR THE COAST GUARD DECIDED TO ADD TO THE SPECTRUM OF EXPERIMENTS ARMOR PIERCING AND GENERAL PURPOSE TYPE BOMBS.**

**IN THOSE DAYS, THE INTERNATIONAL ICE  
PATROL WAS FLOWN FROM ARGENTIA,  
NEWFOUNDLAND.**



# DISPATCHES FROM THE FLEET

## CUTTERS OF THE REEFS

by

*George Washburn*

### Part I

When I began this article about two years ago I was just going to write about the Bibb and Duane artificial reef off of Key Largo, Florida. But after I started digging and found so many more reefs with many Coast Guard Cutters as part of them, I soon found out it was not going to be short story. I think you readers may be as surprised as I was how many Coast Guard vessels and cutters are part of artificial reefs. I hope you will find the story of the reefs and the cutters interesting. It is rewarding to know that some of the vessels we Coasties served on continue to serve as homes for endangered fish as well as for recreational dive sites. Just about every coastal state has a artificial reef of some sort. Most of the best sites for diving on Coast Guard vessels and reefs are along the eastern coastal states. Since space is limited I will be unable to list them all. Let's begin with a brief history of the reef program and the Coast Guard's involvement with regulating and enforcing the plans.

### NOTES TAKEN FROM THE ARTIFICIAL REEF PLAN

#### National Artificial Reef Plan (as Amended): Guidelines for Siting, Construction, Development and Assessment of Artificial Reefs

The National Artificial Reef Plan of 1985 (Plan) was compiled by a small team of devoted National Marine Fisheries Service scientists, namely, Richard Stone, Ron Schmied and Frank Steimle. The revision of the Plan has been a formidable effort incorporating the combined knowledge of literally dozens of scientists, program managers and users from the Federal, state, local and private sectors. The Plan was developed by the Secretary of Commerce under direction of the National Fishing Enhancement Act of 1984 (Act) and was revised in 1996. The program is regulated and maintained by several Government and State agencies and departments.

Under the Department of Homeland Security the Coast Guard has authority to: 1) promulgate regulations dealing with lights, warning devices and other public and private aids to navigation on offshore installations; 2) establish safety fairways and traffic separation schemes for safe movement of vessel traffic under the Ports and Waterways Safety Act; 3) establish safety zones around offshore facilities; 4) enforce fishery laws; and 5) monitor and enforce compliance with international conventions and statutes on environmental protection.

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**Regulating The Reefs:** The USCG manages the private aids to navigation program to ensure that aids conform to certain minimum standards, and to promote the accuracy of information available to mariners. In some cases aids are required because the artificial reefs pose some hazard to navigation. Some districts have prepared written descriptions of factors they consider critical in evaluating a private aid application for an artificial reef. Also, reef management should include a mechanism by which the aid is monitored for compliance with the USCG authorization for color and signal characteristics and to ensure that the aid stays on station. The USCG District Commander, upon receiving an application from the reef sponsor, will make the decision on when navigational aid is no longer mandatory. Generally, site-specific considerations determine requirements. At the end of this article I shall list the sources of the reef regulations and programs.

## **THE VESSELS AND CUTTERS OF THE REEFS**

There are many more Coast Guard vessels which are part of artificial reef programs from the smaller utility boats all the way up to the larger cutters. Now that we all have an idea about the how and what of the artificial reefs, let's get on to the ships and vessels themselves and a brief history about them and where they are located. These are but a few that the Coast Guard has offered up for artificial reefs. This year the Coast Guard Heritage Museum is having a special exhibit on the War of 1812 and the part the Revenue Cutter Service played in that war. I would like to start with the Albert Gallatin. Although neither wrecks are artificial reefs, they are dive sites.



**Albert Gallatin 1871**



**Albert Gallatin 1807**

The first Albert Gallatin, one of the original thirteen Revenue Cutters, was built in 1807 and served in the War of 1812. While not a war ship she did carry out combat patrols during the war of 1812 and seized enemy shipping. She was sunk in Charleston Harbor,

South Carolina, by an explosion caused by the cleaning of arms on April 1, 1813, with several deaths and injuries. There is ongoing research and exploration of the harbor.

The iron hulled Revenue Cutter Gallatin was built in Buffalo, New York, in 1871. She was 142 feet long and had a 23 foot beam. She sank off the northwestern side of Boo Hoo Ledge, Manchester, New Hampshire, located in about 50 feet of water (Lat. 42 deg. 33' 50" N, Long. 70 deg. 44' 52" W). *She is the second Albert Gallatin*



**MOHAWK**

**One of the WWII Coast Guard Cutters to become part of an artificial reef is the Mohawk WPG-78. Commissioned in 1936 she was the last remaining ship of the Battle of the Atlantic and had the longest continuous military campaign of WWII. As of this writing she was to be sunk in July of 2012, on the Veterans Memorial Reef about twenty miles off of Fort Myers, Florida, in about ninety feet of water near the current Charlie's Reef. To date, I have not been able to confirm this sinking.**



**CAYANE, CAN AM, RUBY E**

**The Coast Guard Cutter Cayane - WPC-105 - was built in 1934. She was used to intercept rum runners during prohibition on the west coast for sixteen years and was also based in Ketchikan, Alaska. After WWII service in anti-submarine patrols she was sold and renamed the Can Am in 1954 and used for a fish processing vessel in the waters off Central and South America. She was reportedly impounded by custom officers in South America for drug smuggling, a bit of twist of fate here. She was later resold and used as a salvage vessel. She was seized by a bank repossession and then sold to the San Diego Tug and Barge Co. She was then stripped and donated by the Tug and Barge Co. as a artificial reef. She was sunk as part of a artificial reef off of Mission Bay, San Diego, California, on June 18, 1989, in about eighty-five feet of water.**

## BLACKTHORN



The Coast Guard Cutter Blackthorn was a 180' buoy tender of the Iris Class. She was built in 1944 and served for forty years maintaining aids to navigation, search and rescue and breaking up ice in the Great Lakes and off shore in California waters. In 1970 after completing renovation she was leaving Tampa for Galveston, Texas, when she collided with the 607' S.S. *Capricorn* freighter just west of the Sunshine Skyway Bridge. It was a dramatic sinking as the *Capricorn* tore into the side of the Blackthorn and then the anchor lines of the *Capricorn* wrapped themselves around the Blackthorn capsizing her. It was a tragic day for the Coast Guard as we lost twenty-three men when she sank in forty feet of water. She was raised three weeks later but the damage was too extensive and she was towed twenty miles to the Tampa Pinellas #2 Artificial Reef Site and sunk in eighty feet of water.



## SPAR WLB-403 / AGL-403

The Spar was commissioned June 12, 1944, and assigned to Boston in August 1944. She was named after the Coast Guard Women's Reserve - an acronym for Semper Paratus, Always Ready. After commissioning she was sent to the waters off Brazil performing anti-submarine convoy duty. After the war she was assigned to several

duty stations including oceanographic operations through the Northwest Passage along with the *Storis and Bramble*. They were the first Coast Guard Cutters to circumnavigate the North American continent. During her service she scored the highest ever in refresher training for a Coast Guard Buoy tender. She displayed a Gold E with three gold stripes. Her full history can also be found on the Coast Guard Historian page and also on her association page. After her decommissioning the Spar WBL-206 was built and is homeported in Kodiak, Alaska. She tends boats in the Aleutian Islands. Her nickname is the *Aleutian Keeper*. The above right photo is the Spar II. The Spar was decommissioned on February 28, 1997. She was sunk as an artificial reef forty miles south of Morehead City, North Carolina.



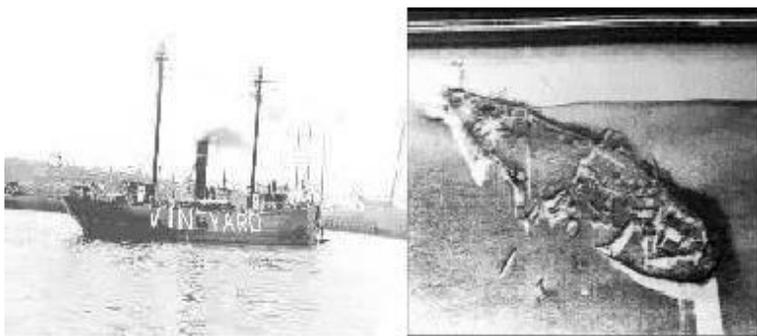
**Unimak WHEC 379**

The Coast Guard Cutter Unimak was first built and commissioned by the Navy in 1943 as a Barnegat Class Small Seaplane Tender. She served during WWII and saw action in the Caribbean. She was transferred to the U.S.C.G. and did weather patrols, fisheries, immigration, and drug interdiction patrols. She also served as a reservist and Coast Guard Cadet training vessel. She was returned to the Navy in 1988 for decommissioning and final disposition. The Navy sunk her in 150 feet of water off the coast of Virginia as an artificial reef.



### **BOSTON LIGHTSHIP WLV-189**

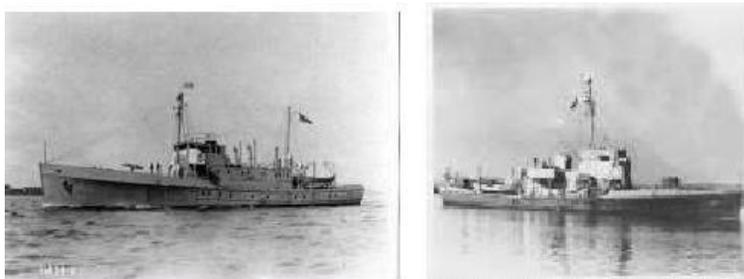
**1947-1966 Diamond Shoal, North Carolina; 1966-1971 New Orleans, Louisiana; 1971-1972 Five Fathom Bank, New Jersey; 1972-1975 Boston, Massachusetts. Called the Boston Lightship she actually spent most of her service time in the waters off North Carolina, New Orleans and Cape May, New Jersey. She was built in 1946 at Bay City, Minnesota. She was decommissioned in 1974. While she was being towed to Atlantic City as a floating Museum sponsored by Trump Casino, she was rammed by a tanker. She was never repaired and eventually was donated to the New Jersey Artificial Reef Program and sunk on January 28, 1994, at the Atlantic City Reef in eighty-five feet of water.**



### **VINEYARD SOUND LIGHTSHIP LV73/WAL503**

**Built in 1901 in Baltimore, Maryland. Her station assignments: 1902-1913 Pollock Rip Shoals; 1913-123 Pollock Rip Slue; 1923-1924 Pollock Rip; 1924-1944 Vineyard Sound. During WWII she remained on Vineyard Sound station with no armament provided. On September 14, 1944, she was carried off station during a hurricane with the loss of all twelve hands. Two bodies were washed ashore and recovered. In September 1963 experimental side scan sonar located her in eighty-five feet of water three miles west of Cuttyhunk Island (Lat. 41 deg.-23'-47-40' North; Long. 71 deg. - 01' - 1260" West). Here at the Museum we have her full history, a fine model and a copy of the side scan image. We also have one of her lights recovered from the seabed on display in our lightship and lighthouse room.**

## **The Jackson WSC -142 The Bedloe WSC -128**



**The two Coast Guard Cutters Bedloe (ex- Antietam) and the Jackson were Active class vessels. They were commissioned in 1927. Built and served as patrol boats fighting against alcohol smugglers during prohibition. The Active class vessels served until the 1960's. Both the Jackson and Bedloe were sent out during a hurricane on September 14, 1944 to assist the rescue tug *Escape* which was towing the Liberty Ship *George Ade* which had been struck by a torpedo. During the hurricane six ships and three hundred men were lost. A full history of this remarkable rescue attempt and the history of the cutters can be found on the Coast Guard Historian page. The Bedloe is located twenty-one miles north of Oregon Inlet, Nags Head, North Carolina, Ocracoke Island. 35 deg. 34' 28"N. 75 deg. 13' 13" W. in about 140 feet of water. The Jackson is located Nag Head, North Carolina, Ocracoke Island, 35deg. 34'36" N. , 75deg. 26' 9" W. She lies on her port side about eight miles northeast from Oregon Inlet in eighty feet of water.**

### **CREDITS AND SOURCES**

#### **HISTORY**

**The Coast Guard Historian**

**The Coast Guard Cutter Duane Association**

**The Coast Guard Cutter Bibb Association**

**The Zuni Maritime Foundation and the American Marine Group**

#### **REEF PROGRAMS**

**Artificial Reef Program of Texas Parks and Wildlife Department California**

**Ships to Reefs, Inc.**

**Artificial Reef Program of Florida/Florida Fish and Wildlife Conservation Commission**

**Delaware Artificial Reef Program**

**Maryland Artificial Reef Initiative Ocean City,**

**Maryland, Reef Foundation Virginia Artificial Reef**

**Program**

**North Carolina Artificial Reef Program**

**The New Jersey Artificial Reef Program/Division of Fish and Wildlife**

**South Carolina Marine Artificial Marine Reefs  
The Louisiana Artificial Reef Program  
Massachusetts Marine Artificial Reef Plan**

## **PHOTO CREDITS**

**The Coast Guard Historian  
William E. Harbaugh  
Florida State Archive  
The Dale M. McDonald Collection  
The Coast Guard Bibb Association  
The Coast Guard Duane Association.**

## **Some dive sites of interest**

**[www.shipwrecksexpo.com](http://www.shipwrecksexpo.com)  
[www.oceandiversidc.com](http://www.oceandiversidc.com)  
[www.njscuba.net](http://www.njscuba.net)  
[www.northatlanticdive.com](http://www.northatlanticdive.com)  
[www.watersearchcharters.com](http://www.watersearchcharters.com)  
[www.cawreckdivers.org](http://www.cawreckdivers.org)  
[www.wreckhunter.net](http://www.wreckhunter.net)**

**George W. Washburn  
October 23, 2013**

**END PART I**



# MUSEUM NEWS

## BECOME A MEMBER!

### ***MEMBERSHIP CATEGORIES & DUES***

***Individual*** – \$25 Single membership in the CGHM with all member privileges, including 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***: 3 donor levels – Guardians receive all benefits of membership. The Guardian category includes individual recognition at the museum. The 3 categories are:

***Captain's circle: \$500+***

***Admiral's circle: \$1,000+***

***Commandant's circle \$2,500 +***

# COAST GUARD HERITAGE MUSEUM

## APPLICATION FOR MEMBERSHIP

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ADDRESS: \_\_\_\_\_

\_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

USCG CONNECTION (IF ANY) \_\_\_\_\_

MEMBERSHIP LEVEL: ANNUAL DUES

- |                                     |       |
|-------------------------------------|-------|
| <input type="checkbox"/> INDIVIDUAL | \$25  |
| <input type="checkbox"/> FAMILY     | \$40  |
| <input type="checkbox"/> SUPPORTING | \$100 |
| <input type="checkbox"/> SUSTAINING | \$250 |

GUARDIAN

- |  |          |
|--|----------|
| <input type="checkbox"/> CAPTAIN'S CIRCLE    | \$500+   |
| <input type="checkbox"/> ADMIRAL'S CIRCLE    | \$1,000+ |
| <input type="checkbox"/> COMMANDANT'S CIRCLE | \$2,500+ |

**PLEASE MAKE CHECKS PAYABLE TO: COAST GUARD HERITAGE MUSEUM**

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CREDIT CARD:  VISA  MASTERCARD  DISCOVER

CARD NUMBER: \_\_\_\_\_

EXPIRATION DATE: MONTH \_\_\_\_\_ YEAR \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

# GIFT SHOP

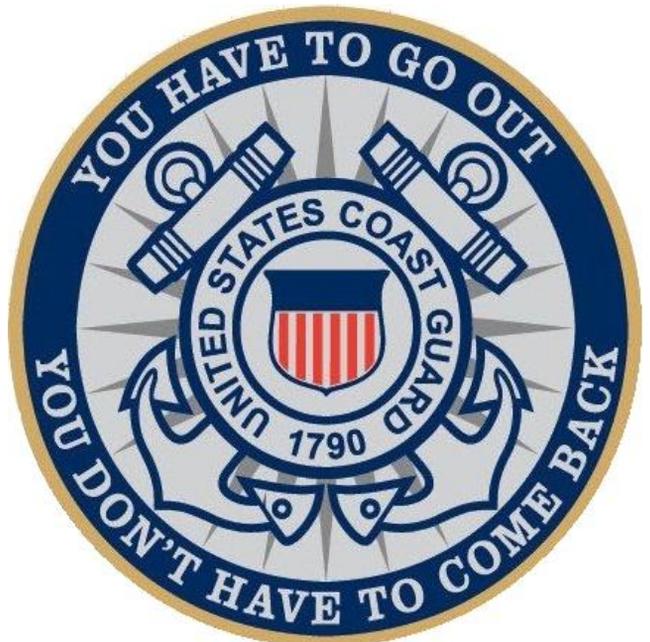
## *COAST GUARD HERITAGE MUSEUM*

*“CHALLENGE COIN”*

*\$12*



FRONT



REAR



## COAST GUARD HERITAGE MUSEUM

3353 MAIN STREET (ROUTE 6A)  
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Dear Friend,

Thanks for your interest the Coast Guard Heritage Museum.

2013 has been a very busy and successful year at the Museum. We began by constructing a new display at the museum entrance featuring a large model of the CGC Campbell constructed by CGHM board member Mike Maynard, an expert model maker. Funding for the new display was provided by a grant from the *Cape Cod 5 Foundation*. Many thanks to them for their support.

We also were able to stage an exhibit on the Revenue Cutter Service in the War of 1812 featuring display panels borrowed from the Coast Guard, along with artifacts loaned by members and items from our collection. Other changes included a new icebreaker display and expansion of the Coast Guard at War section, especially the Vietnam exhibit. The CGHM provided a temporary exhibit this summer at the Sturgis Library in Barnstable, and staged a photo contest and exhibit in conjunction with the Cape Cod Art Association. The photos were Coast Guard related.

In an exciting development, work began on the building, which is a U. S. Custom House constructed in 1856. The work this year included repairing leaks, rebuilding the balcony on the front and, most importantly, rehabilitation of all of the windows. The windows were restored, retaining their historical significance. For the first time, we can open our windows! Funding for this project, the first of several aimed at preservation of the National Register building, is being provided by the Town of Barnstable Community Preservation Committee and the Massachusetts Historical Commission. Much more will be done in the next few years.

The Museum was invited to participate in a meeting in Washington, sponsored by the Coast Guard Aviation Association, regarding how museums related to the Coast Guard can best be supported. The CGAA wished to use the CGHM as an example of what can be done with hard working volunteers. We were also able to meet with the team developing the new National Coast Guard Museum in New London, CT.

The hard work of our volunteers has allowed us to have another successful year, but we need your help to continue to do this. ***If you enjoyed your visit, please consider making a tax-deductible donation today, using the enclosed envelope.*** Your contribution, in any amount, allows us to continue telling the great story of the Coast Guard. Please make as large a donation as you can. Be assured, we appreciate them all.

Thank you very much,

President, CGHM

COAST GUARD HERITAGE MUSEUM  
P.O. BOX 161, BARNSTABLE, MA 02630  
(508) 362-8521  
www.cgheritage.org

YES, I wish to make a gift of: \_\_\_ \$1000.00 (Admiral) \_\_\_ \$500.00 (Captain)  
\_\_\_ \$100.00 (Chief) \_\_\_ \$75.00 (Station Keeper) \_\_\_ \$50.00 (Life-saver)  
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ALL CONTRIBUTIONS ARE TAX DEDUCTIBLE

We are honored to accept donations in memory of friends and loved ones.

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Please print your name(s) as you wish to be recognized:

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***WE THANK YOU!!***